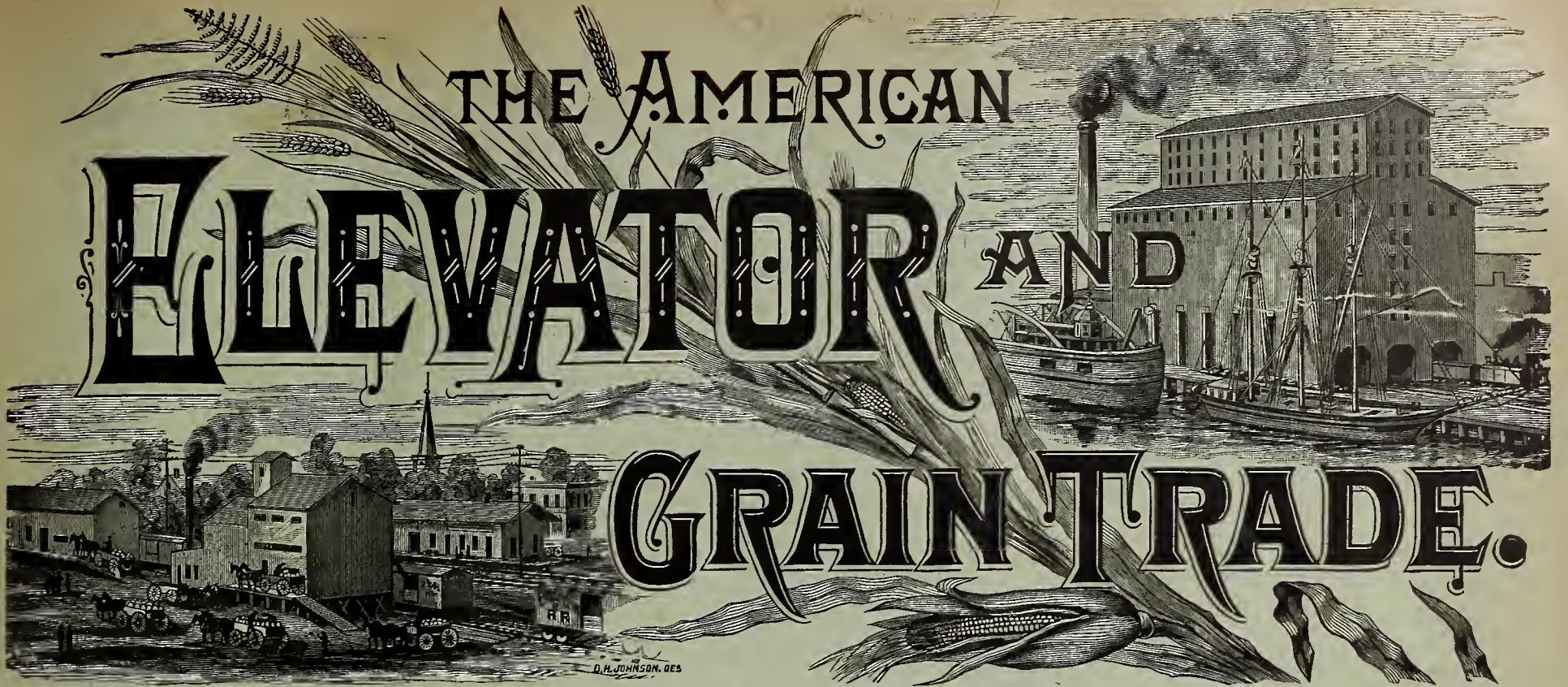


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, SEPTEMBER 15, 1896.

No. 3.

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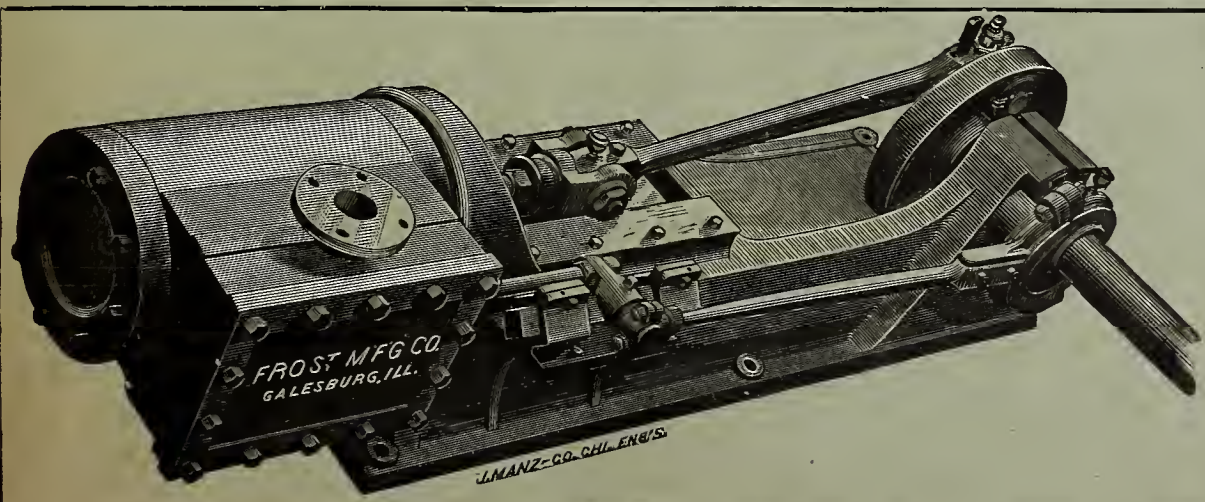
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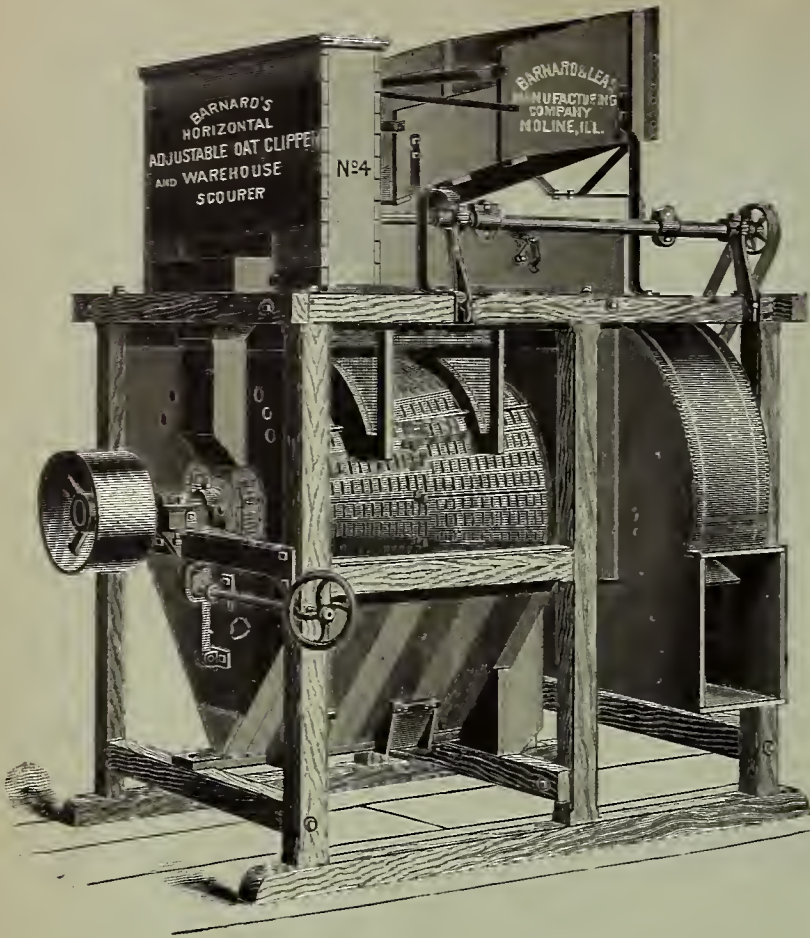
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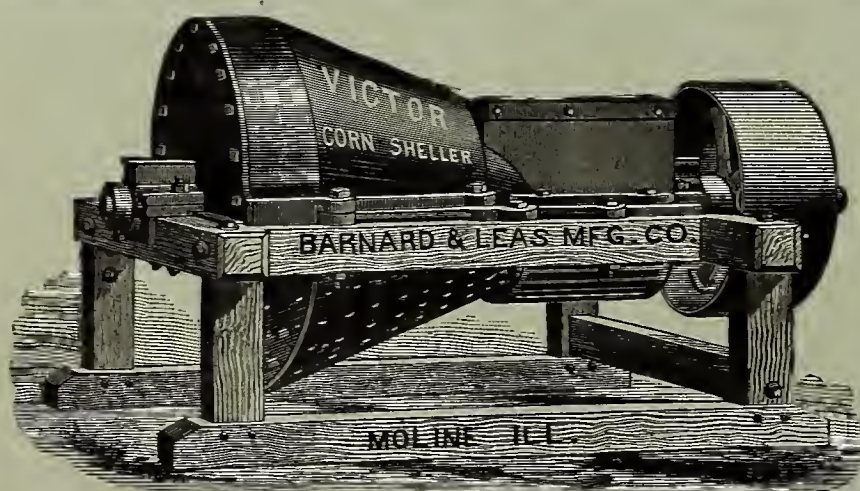
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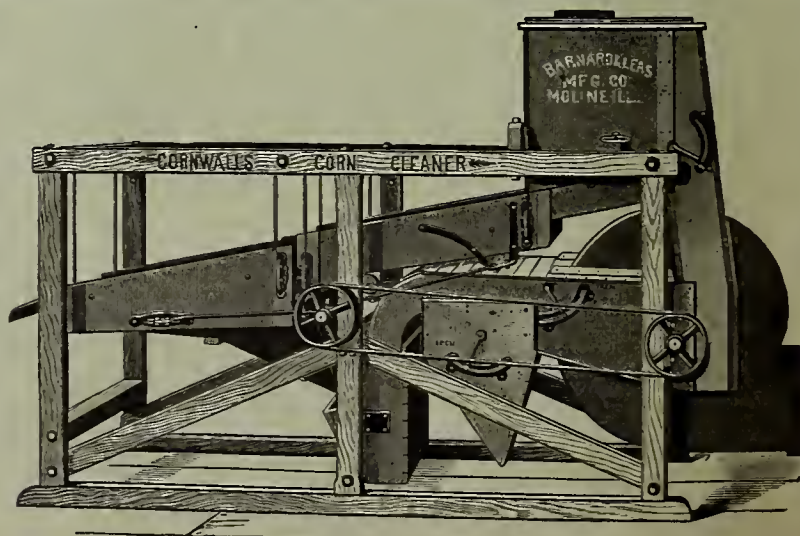
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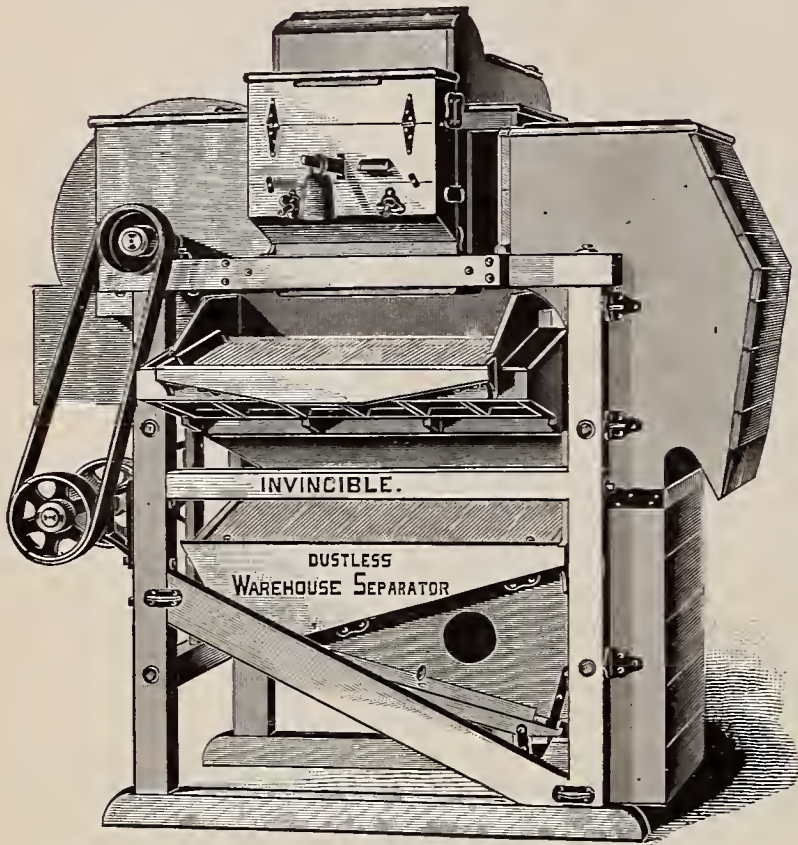
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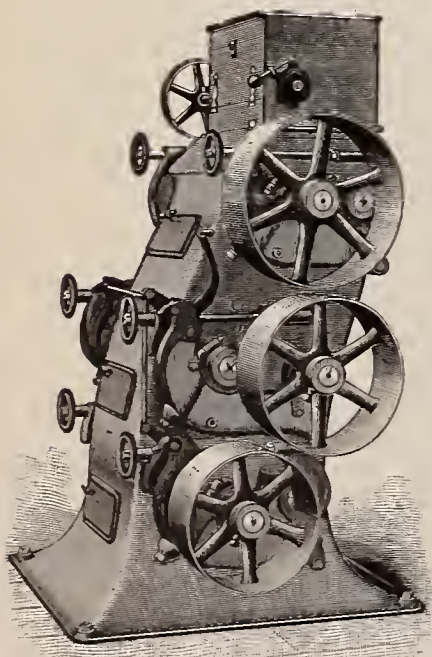
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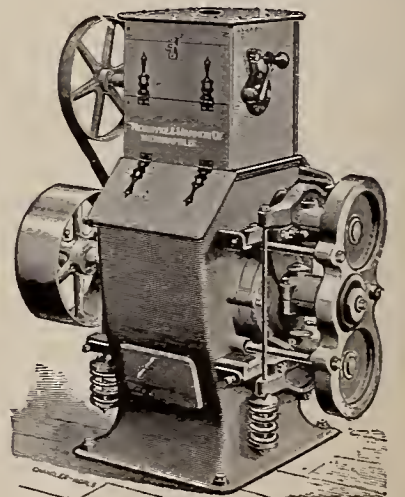


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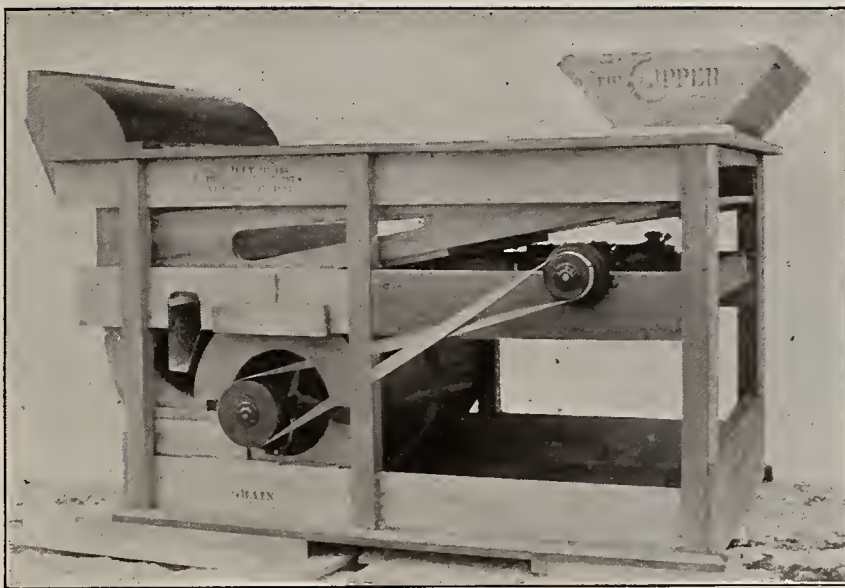
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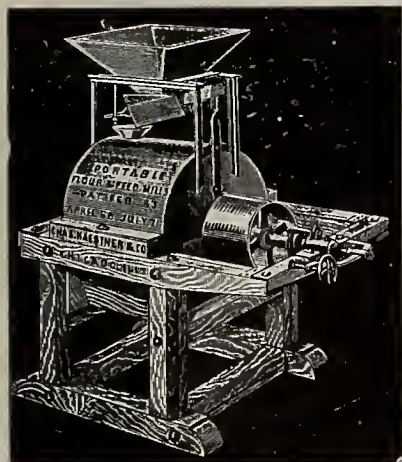
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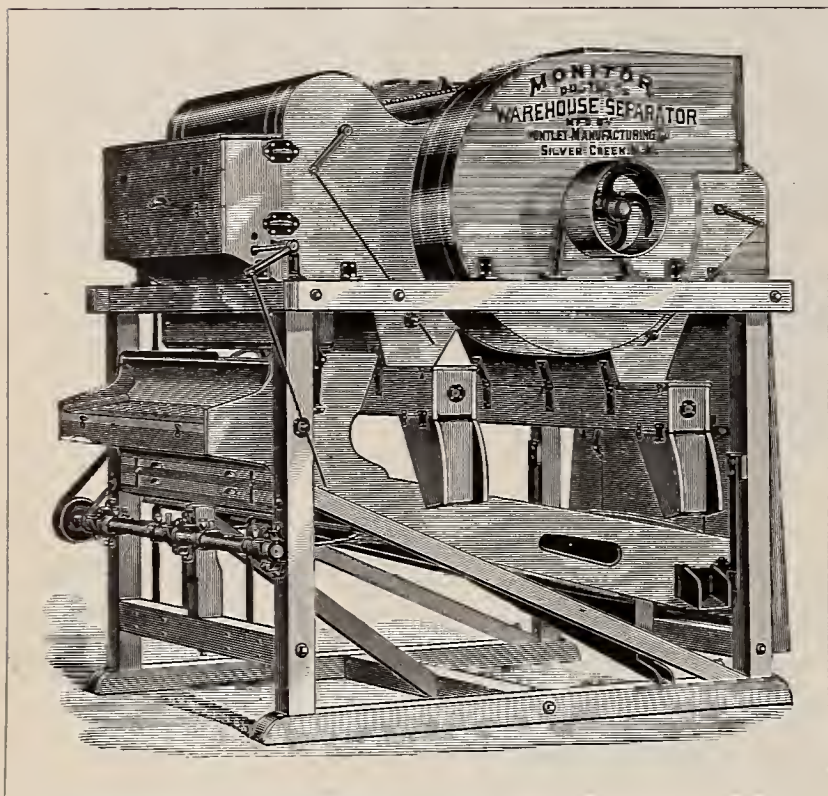
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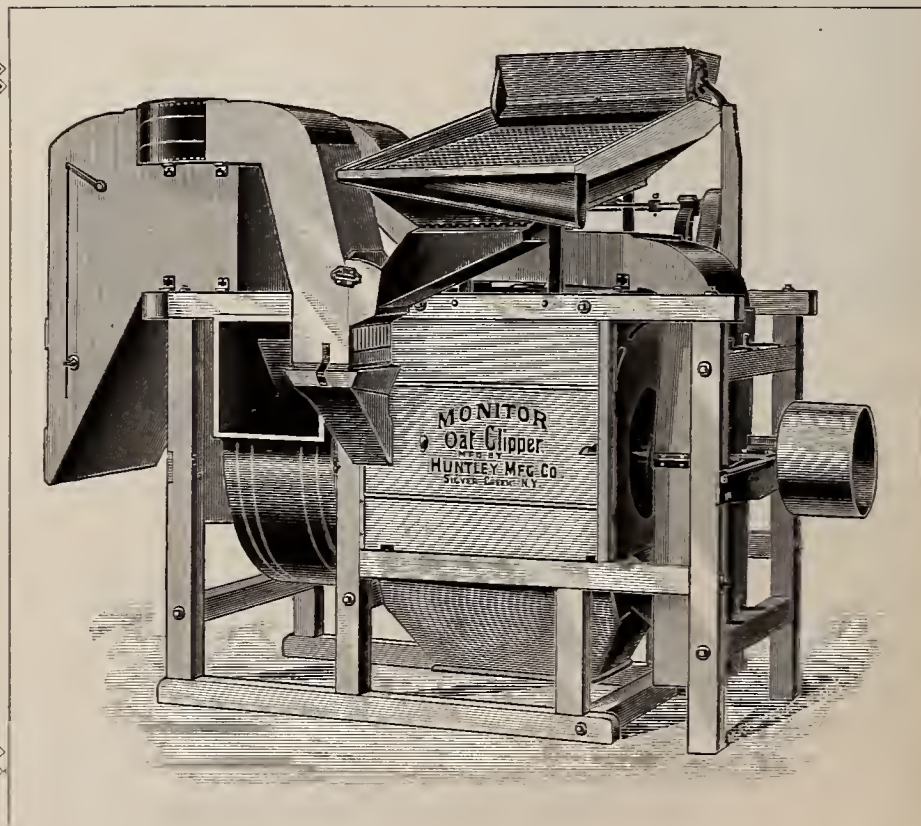
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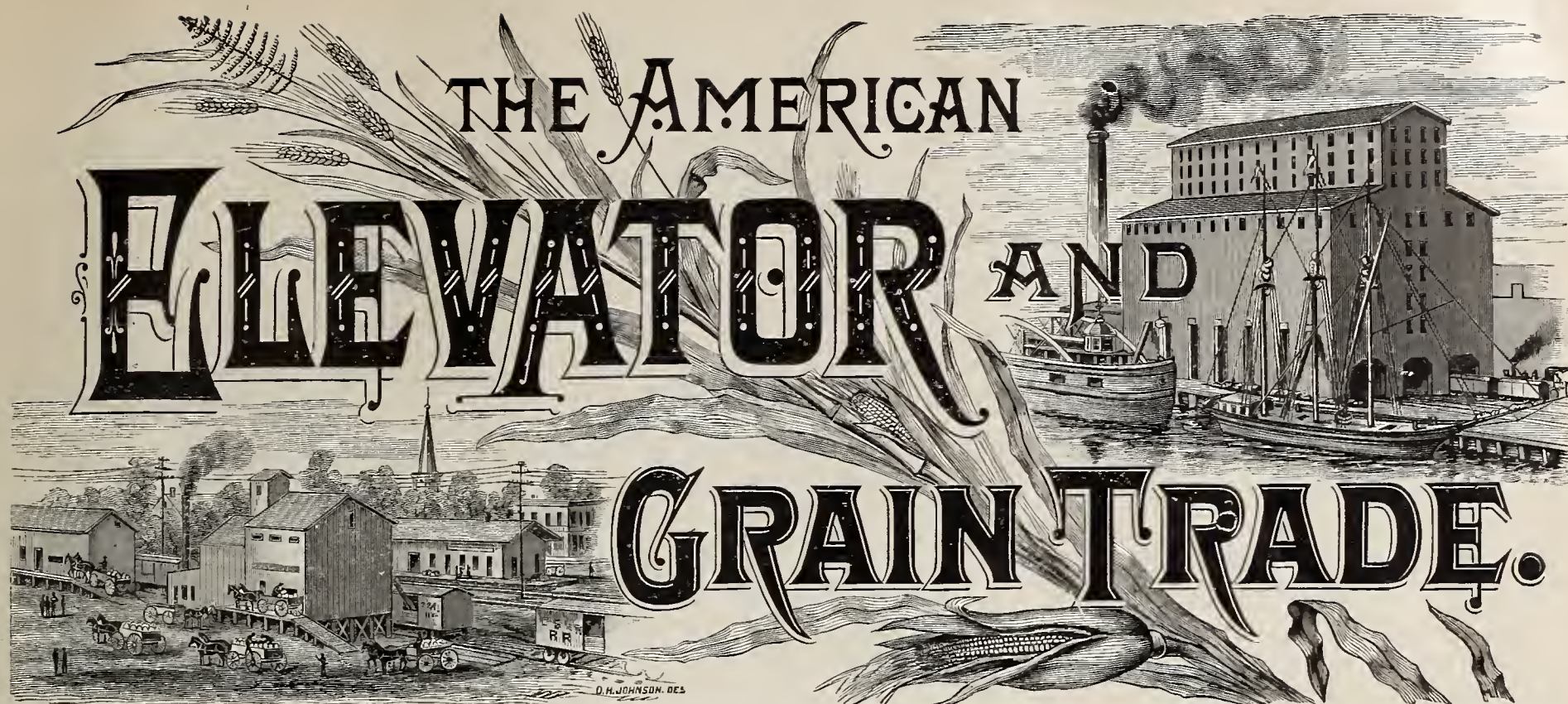
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THE CENTAL GAINS GROUND IN CALIFORNIA.

Grain futures are now and will hereafter be sold by the cental on the Produce Exchange instead of by tons, the minimum sale being 2,000 centals instead of 100 tons as has been the practice heretofore.

Several times during the past year the board of directors of the San Francisco Produce Exchange Call Board Association has been appealed to by members to change the system of selling futures on call under the designation of tons. The prices quoted were by the cental. It was urged that the published reports of the daily transactions were rendered thereby quite indefinite, and that while members and others who might be present at the sessions of the Exchange were, as a matter of course, familiar with the system in vogue, the farmer or other outside possible customer could not so readily understand the terms and manner of quotation in use. There were numerous conferences over the subject and several members submitted lengthy written communications to the Board explanatory of the advantages of such a change. The late President, W. A. Holcomb, was inclined to favor the petitioners, but in the midst of the consideration of the subject he was taken sick and was confined to his home until his death on the 1st of last May. Nothing further was done in the matter until the present Board of Directors were elected, when the subject was again agitated.

President Gerberding favored giving the plan a trial, and in this he was sustained by several members of the Board. As a result a resolution was adopted authorizing the change, and the transactions of the Exchange are now published, showing total sales of so many thousand centals instead of tons. While the change is a little odd to some of the members its popularity is becoming more apparent and many who were opposed to it previously now concede its superiority.

The wheat business in California is done by the cental just as it is in the Eastern states by the bushel. The cental, however, is without doubt the most satisfactory designation of a given quantity which could be chosen. It is 100 pounds throughout the world, while the ton is indefinite, in that it might mean 2,000 pounds or 2,240 pounds. The

bushel likewise is changeable, in some localities being sixty pounds, while in others it ranges from fifty to sixty pounds. Furthermore, while sales in the call board have always been in 100-ton lots the quotation or price has always been per cental, so that 100 tons of wheat at 97½ cents is not as explicit as 2,000 centals at 97½ cents, although both



AN ELEVATOR AT HAMBURG, GERMANY.

are the same. Receipts of grain in California are always by the cental, so that the term "cental" commends itself to growers and dealers alike as the most satisfactory designation of quantity.

Dr. A. W. Thornton of Ferndale, Wash., who has been experimenting in flax growing for some time, expects to have a bill passed at the next legislature giving a bounty to flax producers of that state.

AN ELEVATOR AT HAMBURG, GERMANY.

New ideas and improved methods of doing anything gain ground slowly in Europe. This applies with special force to the American system of handling and storing grain. Many elevators are built

there with bins for handling grain in bulk, but few, if any, are not well supplied with room and facilities for handling sacked grain. Some elevators which were built to handle grain in sacks and bulk have since removed the bins and put in floors. The elevator illustrated herewith is one of this number. Most of the European grain warehouses handle grain in bulk whether they have bins or not, but those without bins can hardly be considered as houses equipped for handling bulk grain.

Much grain is received at Hamburg by water. The river Elbe, as it flows to the North Sea, furnishes a convenient means of transportation to the city for imports as well as domestic shipments. The house illustrated is built on piling capped with stone and concrete. Its silos or bins have given away to floors, but much of its grain handling machinery has been retained.

Its four elevators are in different parts of the house. Each one has an elevating capacity of 70 tons per hour. It has seven conveyor belts, two running lengthwise, and five crosswise of the building. Some of the belts are so arranged that they can carry sacked or bulk grain. The building contains no cleaning machinery. Grain is received from small vessels by means of a marine leg and delivered to the scale hopper. Large vessels are unloaded by means of a floating elevator, which delivers grain to an underground conveyor. A side track extends into the building so that grain from cars as well as wagons can be dumped into the basement, whence it is taken to elevator boots by conveyor belts.

As in St. Petersburg the American style of grain warehouse does not seem to have met with favor in Hamburg. The advantage of maintaining the identity of grain, and the absence of a reliable system of grading, and the cheapness of human grain conveyors combine to discourage the use of elevators on the American system.

Thirty-seven cargoes of wheat were shipped from San Francisco during July and August.

PAYMENT OF FREIGHT WHEN DAMAGES ARE CLAIMED.

BY A MEMBER OF THE CHICAGO BAR.

Should a consignee or freighter first pay the freight charges before he shall have a right to sue a common carrier for damages to his goods, or for the delivery of the goods, and for damages thereto, when the damages equal or exceed the freight? Under the old English practice the freighter was compelled to resort to an independent action for his damages. But this doctrine has been repudiated in America. And it seems that in England now, under a comparative recent statute, a set-off is allowed in an action for the freight.

It is stated in 8 Am. & Eng. Enc. Law, p. 977, that "in the United States it is well settled that, if the goods are damaged in a manner for which the carrier is liable, the owner may deduct the amount of injury from the freight, or he may recoup the amount of damage when sued for freight." In Redfield on Railroads, p. 188, it is stated: "If the goods be damaged in a manner for which the carrier is liable, the owner may deduct the amount of injury from the freight." And in a note it is said: "The right of the owner of the goods to insist on any damage done the goods, for which the carrier is liable, by way of recoupment or deduction from the freight, is well established in this country, and is a most elementary principle, as applicable to analogous cases."

The case of Ewart v. Kerr (Supreme Court, South Carolina) Rice, 203, decided in 1839, was one of the pioneers in this line, and the court's wisdom is being more and more vindicated. The freighter's right to set off his damages against the freight is the first logical step in the solution of the question. Undoubtedly, the carrier has a lien on the goods for the freight due upon the performance of its contract. Thirty years later the Supreme Court of Vermont said: "It is fundamental in the law that the right of the carrier to have his freight results from the performance, on his part, of the contract in virtue of which he undertakes and proceeds in the carriage of the property. If they fail to carry, and have ready for delivery, they could not maintain a claim for freight. If in the carriage they should subject themselves to liability for damage to the consignee in respect to the property carried, that would disentitle them to the extent of such liability to demand and recover freight. And, if the damage should exceed the amount of the freight to which they would otherwise be entitled, of course, they would not be entitled to demand and recover anything for the carriage of the property. Such seems to be the result of the unquestioned principles, and of the decided cases bearing upon the subject." The court distinctly held that where the carrier, by delay in transportation and delivery of goods, has injured the consignee to an amount equal to the charge for freight, the lien of the carrier ceases, and the consignee may maintain an action for the recovery of the goods without paying or tendering the freight.

The title to goods in the hands of a carrier is in the freighter or consignee, and it follows that for damages to that property, by fault of the carrier, the owner may sue the carrier for damages, even though the property be held by the carrier for the payment of the freight thereon, when the damages equal or exceed the freight, in which the freight charges may go to cancel or diminish the damages. When the damage equals or exceeds the freight, the carrier's lien for freight is gone, and the owner's right of possession of his property is complete, and he may maintain an action for claim and delivery for the property, and for damages. The carrier thus loses no right. He either holds the goods under his claim for freight, or he is protected by the bond given by the plaintiff (the freighter) for the return of the property in the event that he fails in his action; while, on the other hand, nothing would protect the freighter against his loss in the event of insolvency of the carrier if the freighter were compelled first to pay freight before suing for damages.

As a general rule, it is wisest and safest for the freighter to pay the freight, and then sue for dam-

ages, since the possession of the goods by the consignee would earliest put them to their designed use, would tend to diminish the injury arising from the detention from that use, and especially would afford the consignee better means of ascertaining the amount of damage already done; but this is a rule of caution, and not a rule of law.

SECRETARY OF THE INTERIOR DAVID R. FRANCIS.

The members of the grain trade have reason to be particularly well pleased with the selection of one of their number to serve as Secretary of the Interior. Those connected with the Merchants' Exchange of St. Louis were prompt in showing their appreciation of the honor bestowed upon their fellow member, David R. Francis, and held a meeting to give public expression thereto.

David Rowland Francis was born in Madison County, Kentucky, October, 1850. When he was 15 Mr. Francis moved to Missouri, and a year after entered the Washington University of St. Louis, and was graduated in 1870 at the head of his class. With a decided liking for business, his start in a



HON. DAVID R. FRANCIS.

commercial life was as a clerk in the house of Messrs. Shyrook & Rowland. In time he became one of the partners of the firm, and in 1877 entered the grain commission business on his own account.

He has occupied an important position in St. Louis as a leading man of affairs; he filled successively the positions of Director, Vice-President and President of the Merchants' Exchange. In 1884 Mr. Francis took part in the National Democratic Convention which nominated Mr. Cleveland. Representing the Democratic party in St. Louis, he was elected Mayor of St. Louis in 1885. As the first officer of the city, Mr. Francis' career was a distinguished one. He set his face against the many rings which before his time had wellnigh ruined St. Louis. In 1888 Mr. Francis received on the first ballot the Democratic nomination for governor of Missouri, and he was elected. Being at that time 38 years old, he was the youngest man the state had thus ever honored. During his administration the business of the state was so thoroughly and capably managed as to call forth the praises of even those who had been politically opposed to him.

As a merchant, Mr. Francis has gained universal respect in St. Louis for his honesty and enterprise. As an advocate of sound money he stands well to the front. He has long been identified with the grain trade of St. Louis, and when the United Elevator Co. failed recently he was appointed receiver.

FALSE BILLING.

Several shippers who have been guilty of under-billing their grain shipments are getting uneasy as the time approaches for the Interstate Commerce Commission to have another hearing at Chicago. From section 10 of the Interstate Commerce Law, which relates to the billing of false weights, we take the following:

"Any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and willfully assist, or shall willingly suffer or permit any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term not exceeding two years, or both, in the discretion of the court, for each offense.

"Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court."

THE FARMER SUBMITTED TWO SAMPLES.

The country dealers who buy grain of farmers by sample may be delighted to learn that all farmers do not submit the best samples of their grain, and say nothing about the part of it that is not up to sample. A paper of Stockton, Cal., tells of a case where the farmer actually submitted two samples of barley to the grain buyer and stated that the grain of both samples came from the same field. One lot runs about 42 pounds, and the other lot about 48½ pounds. "How are we going to fix this?" said the farmer. "One lot of barley is as clean as the other, as bright as the other, but not as heavy. I'll swear by those samples, but how am I to fix it since the light and heavy is all mixed together, or nearly all?"

"We'll fix it," said the dealer. "These are honest samples and we'll average the whole lot," and he did. That farmer will have no trouble when he brings in his barley, and will gain by having brought both samples instead of only the best one.

When the grain buyer ships to a central market his grain is sampled in six to ten places in each carload, yet he frequently buys all a farmer has on the examination of one sample. If shippers who buy grain from farmers by sample would insist upon seeing samples taken from different parts of the grain they would have a better understanding with the farmers at the making of the contract, and no misunderstanding at its close. Buying grain sight-unseen frequently proves very unsatisfactory, and generally it is due to the fact that the sample submitted by the farmer did not represent the average quality of his grain.

DEATH OF J. T. MOULTON.

Many members of the grain trade were grieved to learn of the death of the pioneer elevator builder, J. T. Moulton, which occurred at his home in Chicago, Sunday, Aug. 31, 1896, after an illness of four weeks. His death resulted from an enlargement of the heart, and general enfeeblement and exhaustion which followed the attack.

Joseph Tilton Moulton was born in the town of Gilford, N. H., Aug. 27, 1826. He was a lineal descendant of the first settlers of that state, many of his ancestors being prominent in the development of the Granite State. General Jonathan Moulton, a Revolutionary patriot, was his great-grandfather. His education was limited by meager facilities, having been raised on the farm. He must be termed a self-made and self-educated man in every sense of the word.

He early became proficient in the handling of tools, with a decided inclination to machinery in all its forms. In his early manhood he went to Waltham, Mass., and there became employed in the mammoth bleacheries of that town, where his faithful application to his duties and intelligent discharge of them soon gave him a commanding position among his fellow workmen. There he was married, and in the early 50's, like many others, turned to the West with its great possibilities. Finally in 1853, with his family, he came to Chicago, where he made his home continually until his death. On arriving in Chicago he was attracted to the grain elevators then in existence, and sought and obtained employment therein. After several years' experience in their practical operation, he combined this experience with his mechanical skill and became a designer and constructor of this class of buildings. For many years he stood alone as the representative builder of this class of construction. The modern grain elevator is indebted to him more than to any other man for the great development of the present day, as compared to the primitive methods in vogue when he entered the business. The first elevator erected in Duluth, which port now handles more wheat than any other in the world, was designed and built by J. T. Moulton in 1870.

In 1871 he admitted his son George M. to a partnership, and thereafter the firm J. T. Moulton & Son continued to design and erect grain elevators in all parts of the country. Their work is visible in almost every large grain center and distributing point from Portland, Maine, to Portland, Ore., and from Duluth to New Orleans, embracing many millions of bushels in capacity. Prominent among these are the Illinois Central Elevators, also the Galena and Union of Chicago; all the elevators of Duluth, and with few exceptions those at West Superior; the Lake Shore Elevators of Detroit and Toledo; the Wabash Elevators of Toledo; the Erie of Buffalo; the New York Central Elevators in New York and Weehawken; the Pennsylvania Railway Elevators of Baltimore, and elevators in St. Louis and East St. Louis.

In all of his business relations Mr. Moulton was scrupulously exact, fair in his dealings with all men, and prompt to fulfill every obligation. He was gentle in manner, yet firm in whatever course he deemed to be right. He won and merited the esteem of all with whom he came in contact. He was modest and retiring, never seeking notoriety, and found the greatest enjoyment in the quietude of the home circle. A fraternal feeling for humanity induced him to join the Masonic fraternity, of which he was an honored life member of the several organizations with which he affiliated. He was on the roll of membership in Landmark Lodge Free and Accepted Masons, Fairview Chapter of Royal Arch Masons, Apollo Commandery of Knights Templar, and had attained the thirty-second degree in the Ancient and Accepted Scottish Rite in Oriental Consistory, all of these bodies being located in Chicago.

In politics he was a consistent believer in the principles of the Republican party ever since its inception under the leadership of Fremont. His religious views were liberal, inclined to Unitarianism. The rule of his life was the golden motto: "Do

unto others as you would have them do unto you."

His life was peaceful and happy, and after amassing a reasonable competency in worldly possessions he retired from the active hustle and bustle of business strife in recent years to enjoy a well earned rest, which, unfortunately, was interrupted all too soon.

He leaves surviving him his widow and three children, namely, Col. George M. Moulton, President of the Guaranty Construction Co. of Chicago, successors to the business of J. T. Moulton & Son; Mrs. L. D. Kneeland, and William A. Moulton, Secretary of the Pioneer Fire-Proof Construction Co. of Chicago.

WORRYING THE BUFFALO ELEVATOR POOL.

The grain elevator at Black Rock seems to be making the Buffalo elevator pool considerable trouble. It is cutting rates of elevation and storage $\frac{3}{8}$ cent to $\frac{1}{2}$ cent and judging from the charters made to that point has all the business it can handle. The Buffalo grain elevators have succeeded in maintaining an ironclad pool. There are twenty or twenty-five elevator concerns included,



JOSEPH TILTON MOULTON.

among which are warehouses owned and controlled by the Vanderbilt interests.

The rates of elevation and storage are such as to make Chicago elevator men envious and the whole system handicaps the movement of grain East. The transfer and first storage charge is $\frac{3}{4}$ cent, figured from lake vessel to canal boat. There is an additional charge of \$3.50 per thousand bushels to the vessel owner, the greater part of which goes to the elevator. In some cases there is an extra $\frac{1}{4}$ cent charged when the grain goes from a vessel into Eastern cars. As the grain comes in cargo lots an elevator can handle 100,000 to 200,000 bushels in a day. Elevators here get $\frac{3}{4}$ cent for first storage and elevation and have the grain to accumulate from carload lots. The Black Rock anti-pool elevator was built this spring. Its proprietor is the owner of a number of canal boats. The only difficulty with the house is that it cannot unload vessels drawing over thirteen feet of water.

Hill of the Great Northern road bought an elevator site at Buffalo some time ago and ever since there has been talk of his supposed intention of building and running an elevator in competition to the pool.

Figuring dockage at Kansas City would be greatly facilitated by the use of Davis' Dockage Tables, and many errors prevented.

VARIETIES OF WHEAT SOWN IN OHIO.

The general failure of the wheat crop in Ohio this year has caused many of the farmers to think that their wheat is "running out," and the desire to change seed is more general than it has been for some years past, judging from letters received at the experiment station.

Experience has shown that it is advisable to select the best from each year's crop for the next year's seeding and to ship in seed wheat from outside territory every four to six years. It is not necessary to change the variety or to go outside the state for seed, except when no choice seed can be secured within its boundaries. Grain dealers and millers should never lose an opportunity to encourage the farmer to strive to improve his wheat by the careful selection of the best of each crop and the frequent introduction of choice wheat from other districts.

The Ohio Experiment Station is credited with saying in a recent report that while there is undoubtedly a great difference in the vigor of different varieties of wheat and their adaptation to various soils and climates, the tests made at the experiment station encourage the belief that a variety adapted to the soils and conditions of a given locality will tend to improve, rather than degenerate, if proper care be exercised in selecting seed from year to year. To illustrate: The two varieties of wheat which head the list at the Ohio station in a ten-year test, Valley, which has given the largest yield per acre, and Penquite's Velvet Chaff, which has given the heaviest average weight per bushel, are both varieties which originated or were first distributed from Southwestern Ohio from fifteen to thirty years ago.

These varieties are not proof against all unfavorable conditions, and every season they are excelled in yield by some other varieties, but no one variety has yet been able to overtop either of them in the points mentioned in the average of a long-continued test.

ACETYLENE IN GAS ENGINES.

In a paper recently read before the Société Technique by Mr. Ravel, the author stated that acetylene kindles at about 900 deg. Fah., while other inflammable gases fire at about 1,100 deg. Fah. Explosive mixtures of acetylene can be readily exploded by inclosing them in glass tubes and heating them over a spirit lamp; the mixture explodes before the glass is softened. He said the temperature produced by the explosion of acetylene is over 7,200 deg. Fah., while that of the oxy-hydrogen blow-pipe is not more than about 5,400 deg. Fah.

This high temperature, together with the small amount of water vapor produced, makes the explosion of acetylene a very violent one, which breaks a bottle that gas and air mixtures cannot break. The flash produced is a blinding one, and it is very dangerous to bring a flame near a leakage of acetylene. Then the ease of lighting and the force of explosion promised to render acetylene very useful in gas engines. Tests were therefore made. The engine at first made a series of loud sharp explosions which threw the indicator level out of gear. The lubrication had to be doubled, and the degree of cooling had a great deal more influence on the efficiency than when coal gas was used. The indicated work falls off with the proportion of acetylene.

As the acetylene is increased the initial pressure rises, but the fall of pressure is immediate and the expansion is not kept up. As the acetylene approaches five per cent, the explosions become destructive, and there seems to be internal vibrations in the mixtures in the cylinder. Diminishing the compression, these vibrations are less and the work done is greater. The work done is then about 2.1 times as great as can be obtained from an equal volume of coal gas. Acetylene cannot be advantageously used in motors as at present constructed, for either it has to be too much diluted or else the explosion is too sharp.

DISCRIMINATION UNDER THE SHORT-HAUL CLAUSE.

One of the latest rulings of the Interstate Commerce Commission is to the effect that, under the fourth section of the act to regulate commerce, a carrier is not justified in charging more for the shorter than for the longer distance by competition at the longer distance point of other carriers which are themselves subject to the act, in the absence of authority from the commission, under the proviso clause of that section. The cases in which the decision was rendered were instituted by complaints filed by the Board of Trade of the city of Lynchburg, Va., and a number of firms against the Old Dominion Steamship Company and the Norfolk & Western Railroad Company and other roads and officials thereof. The substance of the complaints was that the defendants unlawfully charged and collected greater compensation in the aggregate for the transportation, under substantially similar circumstances and conditions, of like kinds of property from the city of New York or the city of Boston, for the shorter distance to Lynchburg, Va., than for the longer distance over the same line, in the same direction, to Knoxville, Tenn., the shorter being

in an earlier case—Trammell vs. Clyde Steamship Company—in which it held in substance that a given carrier is not justified in charging more for shorter than for longer distances by the competition at the longer distance point of other carriers which are themselves subject to the act to regulate commerce, in the absence of authority from the commission under the proviso clause of the fourth section. In such a case, the commission said, the "circumstances and conditions" are not deemed to be dissimilar, and the higher charge for the shorter distance is unlawful. The various decisions of the federal courts which have since been rendered contained nothing, the commission said, to discredit the correctness of this proposition or in conflict with the argument by which it was supported, and while further adjudication may be at variance with this view of the fourth section in the present state of the law, there was no reason for denying its application to the controlling question in the cases before it. The sole excuse for the extraordinary reduction in rates to Knoxville was, the commission continued, the prior reduction in rates to that point by other carriers which were themselves plainly subject to the act to regulate commerce, but in no case could this be deemed a sufficient justification

ons rates to the latter place was unlawfully collected.

THE NEW ERA GAS ENGINE.

Of all the machines that mark the industrial greatness of the nineteenth century, the engine unquestionably stands first. For many years the steam engine stood without a rival, and it may be said that it has now reached the point where improvement is very slow, and where its practical efficiency is very near to the theoretical. Not so with the gas engine. It has come to the front to a remarkable degree within the five last years, and admits of still further improvement. From a crude and expensive affair, continually getting out of order, it has become a quite highly economical and reliable machine of the first order.

An ideal gas engine is one that is of simple and pleasing design; not liable to get out of order; easy to start, has accessible working parts and is economical, steady and durable. To get this combination in the highest degree, without sacrificing one good point for another, is not an easy matter, but it is said to have been attained in the New Era Gas Engine, which is illustrated herewith. It is of the well-known four cycle type, horizontal, and built in sizes ranging from 10 to 60 horse power.

The New Era has been making a great many friends during the past few years, and one feature which especially recommends it is the slow speed, and very heavy parts, which makes the first cost a little greater, yet insures longer life, and economy in the long run.

Coal gas, natural gas or gasoline can be used for fuel, and when so ordered the New Era is built to change from one to the other without stopping. The water jacket (which in all gas engines should be cleaned once a year at least) can be reached by simply removing the head, no other parts.

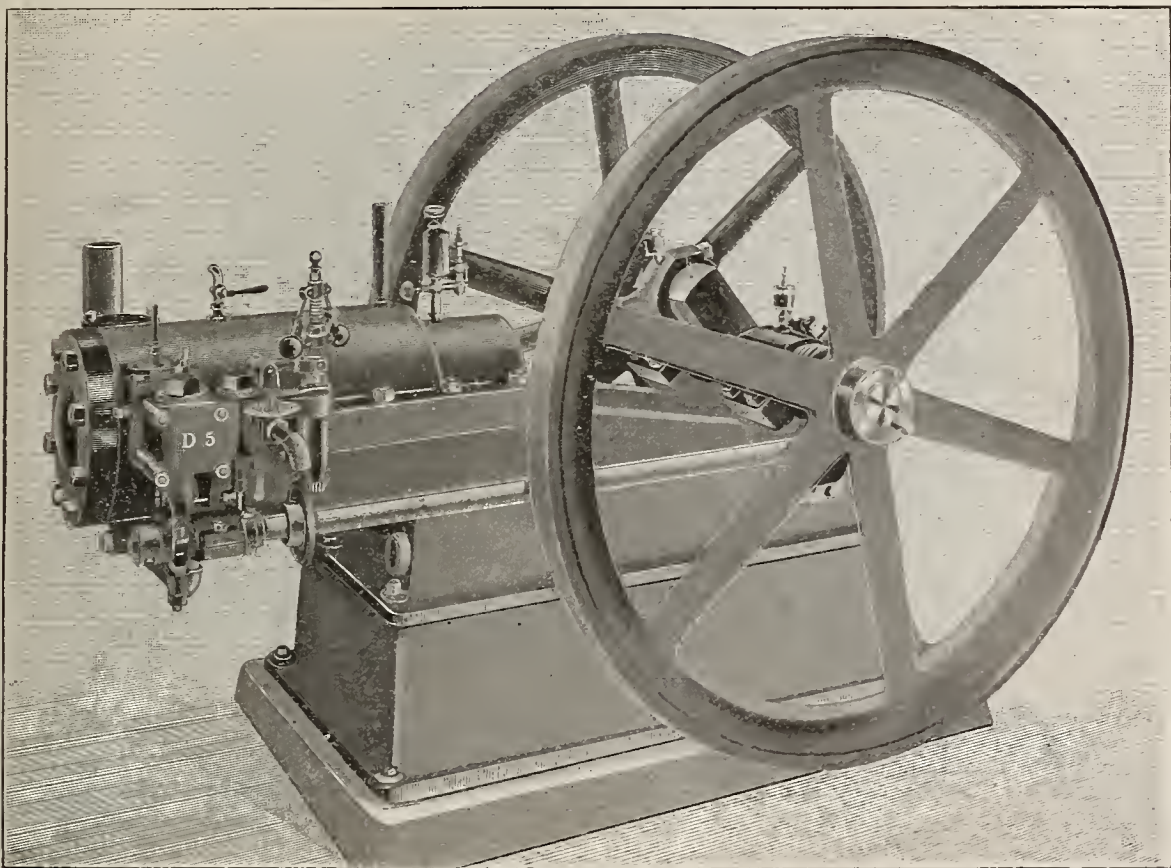
The valves and igniter are all operated by cams on a single lateral shaft driven from the crank shaft by spiral gears. The governor is of the ordinary ball type, driven by bevel gears on the lateral shaft, and can be adjusted so that the engine can be run at any desired speed. When the speed is above normal the governor cuts out the fuel and continues to do so until reduced to normal, when fuel is again taken. At times when the governor cuts out the fuel, fresh air is sucked in and exhausted by the action of the piston, which not only insures the complete cleaning out of all burnt gas, but tends to cool the valves and cylinder. The valves are all of the vertical poppet style, and are self-cleaning, and any one of the working parts can be removed very quickly without disturbing any other part.

When gasoline is used the supply tank is usually buried in the ground, outside the building, and a pump on the engine pumps the fluid to the engine, where its admission to the cylinder is controlled by the injector valve. What fluid is not needed returns to the supply tank by an overflow pipe. No explosive mixture is contained about the engine, consequently the use of gasoline is as safe as gas, as none of the fluid is exposed to the air. It is claimed the New Era will start as readily in winter as in summer.

While gas and gasoline engines are being used in nearly all lines of business they are especially adapted to use in grain elevators, feed mills, etc., for the reason that they can be started up at a moment's notice, and as soon as stopped the expense ceases. The construction of the New Era is such that any man of ordinary ability can soon learn to handle it with perfect ease. Readers who contemplate the erection of new buildings, remodeling or enlarging old plants, will do well to investigate this engine. An inquiry mailed to the builders, The New Era Iron Works Co., Dayton, Ohio, will insure a prompt reply.

Now is the time for you to declare in favor of a National Association of Grain Dealers. Do not hesitate. Act to-day.

The receipts and shipments of grain at Chicago during the last eight weeks increased greatly over those of the same time of the preceding year, as will be noticed by our tabulated reports.



THE NEW ERA GAS ENGINE.

included within the longer distance in each case. It was further alleged that by such adjustment of transportation charges the rates to Lynchburg were made unjust and unreasonable, and that undue and unreasonable preference was thereby given to the city of Knoxville.

It appears from the statement of the commission in summing up the facts of the case, that for a long time prior to the summer of 1894 the defendant carriers which were engaged in the transportation of property from the cities of New York and Boston and other points on the north Atlantic seaboard to Lynchburg, Va., and Knoxville, Tenn., had maintained rates on classified traffic which appeared to be relatively reasonable as between those destinations. Under this adjustment charges to Lynchburg averaged about 50 per cent. of the charges to Knoxville. About June 1, 1894, the carriers made a great reduction in rates to Knoxville without changing the rates to Lynchburg. Under the schedules then put in force traffic was carried to the more distant locality at about 70 per cent. of the charges maintained for the shorter haul. This disproportion continued until August 1, 1894, when the old Knoxville rate was restored, and from that time rates to both places were the same as before the reduction to Knoxville.

In rendering its decision, which was against the defendants, the commission cited a decision by it

without the authority of a relieving order from the commission, and to hold otherwise would be not only to abandon the construction of the fourth section which we have deliberately adopted, but to leave its proviso clause meaningless and inoperative.

The commission further held that the fact that the Lynchburg rate was per se reasonable did not disprove the charge that it was unlawful. If, it continued, rates are relatively unjust, so that undue preference is afforded to one locality or undue prejudice results to another, the law is violated and its penalties incurred, although the higher rate is not in itself excessive. Such a rule, it said, should certainly apply where, as in these cases, a given relation in rates—long continued and conceded equitable—is suddenly and almost completely reversed, merely because other carriers to the longer distance point have disregarded their legal duty. The commission concluded that the maintenance of usual rates to Lynchburg, while much lower rates were allowed to Knoxville, was clearly unwarranted; that it was a disobedience of the law which was not excused or condoned by the similar wrongdoing of other carriers in respect of their Knoxville rates; that the Lynchburg dealers were entitled to rates not greater than those accepted at the same time on like traffic to Knoxville, and that the excess paid by them above contemporane-

SMITH'S IMPROVED OVERHEAD DUMP.

One of the latest dumps for the country elevator man's consideration is the Improved Overhead Dump now being placed on the market by Philip Smith of Sidney, Ohio. As is shown in the illustration it can be easily and rapidly operated without danger. A great many of these dumps have been put in by elevator men and are said to be giving satisfaction.

The dump can be constructed with a double gear so that a boy can easily operate it. The wagon does not have to be blocked or swept in order to dump the grain, and a sled can be dumped as easily as a wagon. It is said no coupling poles are broken, and the sink can be filled to the floor.

The dump consists of one large wooden roller, 7 inches in diameter, with 30-inch sprocket wheel; two $\frac{3}{4}$ -inch ropes, with iron rings; one 4-inch crank gear; one 24-inch drive gear, with 9-inch sprocket wheel; No. 75 chain, ratchet on large gear, two 12-inch shafts and crank.

THE GRAIN TRADE STRAGGLERS.

BY R. E. JECTED.

One hot summer day when life was pretty much of a burden to everyone who has to toil for his bread and butter, a country buyer for a large city firm and a member of the editorial staff of the "American Elevator and Grain Trade" overtook four regular dealers, Messrs. Scott, Fox Snitzler and Phelps, and a traveling solicitor of a large grain commission house, who were struggling along life's rugged pathway and bemoaning the ills, trials and tribulations they suffered. There was no policeman in sight so they found it necessary to confide their woes to one another, and they did it without reserve.

"As I was about to say," remarked the suave Solicitor, "if all the regular dealers of this district (we accept shipments from no scoop men) would ship all this superior wheat to us this year, they would greatly reduce competition among the sellers. You know wheat raised in any other part of the state does not compare with the wheat of this district. With this competition removed we would store the wheat and make buyers pay a good price for all of it. This would surely bring more profit to every dealer of the district. As it is now we receive three-quarters of the grain shipped from this territory, and could insure even greater profits to our patrons if the other one-fourth would also ship to us."

Mr. Scott.—I am afraid of Chicago weights, which are getting very bad again, but I— "Yes, and what is worse the commission men know it, yet make no effort to remedy it," chimed in Phelps.

Snitzler.—Dose city felers dondt care von damn bout us. Vat dey vant is our money. Ven we get anoder railroad to our town und I gan get as low rates as the shippers at Railroad Junction 22, west of me, get, I vil be villing to gif dem a trial.

Fox.—Speaking of the low rates given the shippers at your competing point, reminds me of the low rates given by the Z. T. line to Bigbuyer & Co. from all points. My brother, who worked in that firm's office, discovered that I was paying 6 cents a 100 more on corn from my station than his firm was paying from Missouri River points. As soon as he confided this information to me I applied for a lower rate and gave the freight agent to understand that I knew a much lower rate had been granted to Bigbuyer & Co., and I insisted upon having a lower rate. My brother is now in Europe gathering information about the crops and trying to sell grain for his firm.

Phelps.—Mr. Solicitor, your promises of greater profits are very tempting, but why can't we keep the wheat stored in our own elevators, instead of sending it to the Chicago houses and having it docked for future shrinkage and may be for present profit? Then, too, its identity will be lost. I could not afford to pay for a special bin.

Solicitor.—We would put all the wheat from this district in a special bin of our own.

Snitzler.—Ya, und ve would hafe to wait vor a settlement undil you gets ready.

Fox.—If my rheumatism does not keep me in bed this winter, I propose to organize a Country Ship-

pers' Commission Co. One share of stock will be issued to each firm consigning to the company, and at the end of the first year an extra share will be issued to each member shipping 150 cars to the company. Whenever a member's yearly shipments fall below 150 cars his extra share shall be canceled. After the actual expenses are paid a dividend will be declared from the profits.

Solicitor.—Suppose you have a loss, then what will you do?

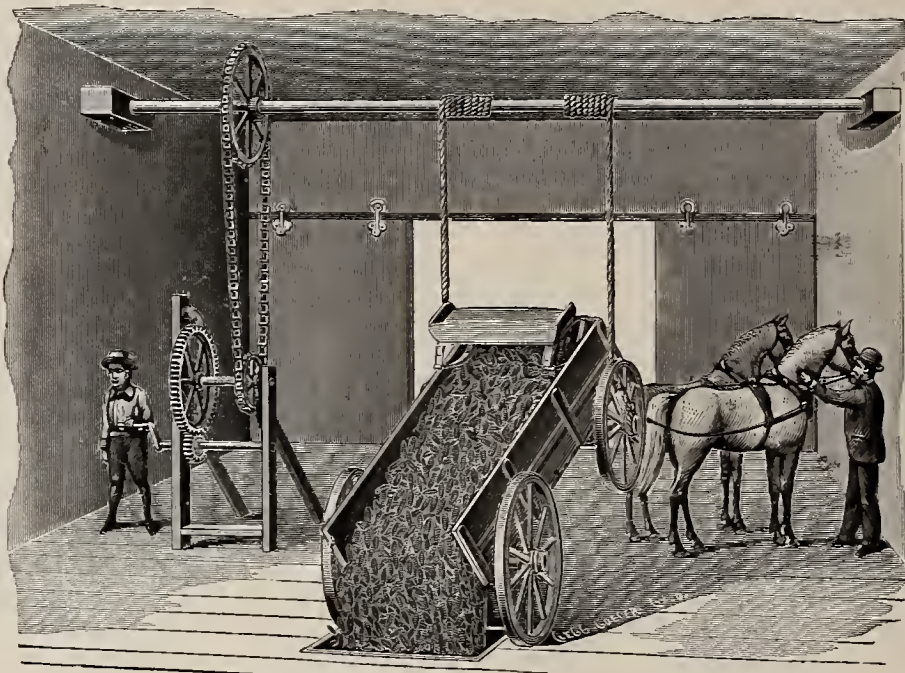
Fox.—I propose to see to it that we do not have a loss. We will handle nothing but cash grain.

Solicitor.—In that case, Mr. Fox, your company will have about three members, yourself and two other anti-option men. The dealers of this end of the state are given to selling much wind and they prefer to transact all their deals through one firm. Of course they only hedge against their holdings, but in their own imaginations their holdings of wind stocks are always large. Failure stares you in the face at the beginning.

Snitzler.—You bod may be wrong, bud I haint no kick to make against my commission man. It's the railroad company I am after. I vant just as vair rates as anybody.

Fox.—What do you pay for insurance?

Snitzler.—I don't buy insurance of the railroad.

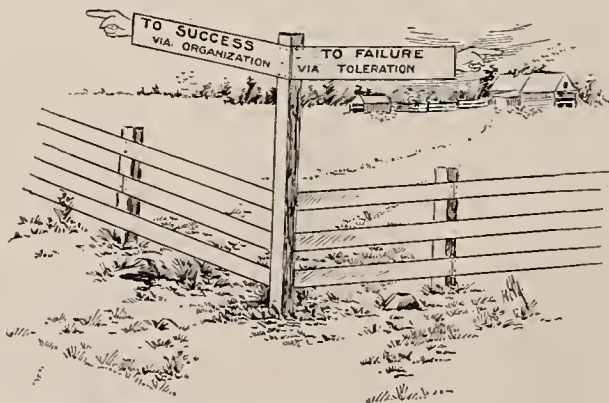


SMITH'S IMPROVED OVERHEAD DUMP.

Fox.—I did not suppose you did, but how much do you pay?

Snitzler.—I dink I pays \$240 for \$4,000 on my elevator.

Fox.—You must be mistaken, but I will warrant you pay entirely too much for it. If country elevator men had a little more respect for and a little more confidence in one another they could easily organize a mutual fire insurance company that would carry their risks for one-half what most of them are now required to pay. We should have a company that would make a specialty of country elevators. It would insure only well protected risks, and if a member did not take the required pre-



cautions to reduce the fire hazard, would promptly cancel his policy.

The "Grain Trade" Man.—Mr. Fox, you seem to think that the only panacea for many ills which now encumber the disorganized grain trade, can be found in combined effort. Why do you not organize an association of grain dealers? You are welcome to

the use of our columns any time you have anything to say on the subject, either in behalf of local or national associations. We will be glad to hear from you at any time.

Fox.—I am a thorough believer in organization, but I haven't time to organize an association. Even if I did, and it was successful, I would not even get the thanks of members for the benefits they received.

The "Grain Trade" Man.—That is where you are mistaken. I know of several trade organizations that pay the expenses of the members of the Board of Directors and give the Secretary several thousand dollars besides his expenses. They find it a profitable investment and are well satisfied with the results.

Buyer.—If the dealers would only organize and insist upon having cars which will not scatter grain all along the road, or insist upon a clean bill of lading, I would be extremely thankful. I know they would get more out of their business. All of us would have less trouble. It's a confounded outrage the way these western roads treat grain shippers. They give him any old loose-jointed box to load his grain into, and what is more exasperating, the fool does not kick, but goes even farther and accepts a bill of lading for "a carload of grain said

to contain — pounds." Do the railroad companies need any additional evidence of the helpless condition of grain shippers? They will never give them any consideration until they find it necessary. Claims for shortages, overcharges, fair rates, damages and everything else will be given a respectful hearing when persistently pushed, but nothing else. I saw the corner of the roof of a car containing grain for my firm torn off in switching last week, yet I could not induce the station agent to cover it or make notation on the bill of lading to that effect. A thunderstorm was threatening, so I tore up the bill of lading and ordered car back to the elevator. He has charged us with switching, but we have not paid it.

Scott.—I do not believe in organization, but I would like to see the scoop shovel men, and the slick commission men who are falsely posing as friends of the farmers drummed—

Phelps.—Hello! there's a sign board.

Snitzler.—Vot does it say?

Buyer.—My eyes are pretty good but I can't read it at this distance.

Fox.—It says, "TO SUCCESS via Organization."

Snitzler.—Ver does the oder road go?

Fox.—Do you think I can look around a corner?

Scott.—It says, "TO FAILURE via Toleration."

Snitzler.—Dot's von devil of a note. The road ve bin going on looks to be the smoothest.

Scott.—Yes, and it is well shaded.

[TO BE CONTINUED.]

Grain men who want money from foreign banks are obliged to sign gold notes, and some have paid as high as 7 per cent. for small loans.

MEETING OF GRAIN DEALERS AT ST. JOSEPH, MO.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri met at the Pacific Hotel, St. Joseph, Mo., September 7. The president and vice-president being absent, the secretary called the meeting to order and W. H. Chambers was selected to preside. F. D. Babcock, secretary of the Northwest Iowa Grain Dealers' Association, favored the meeting with a very able speech on the work of associations. Several letters were read from parties who could not attend, expressing their regrets.

On motion it was voted that the Secretary should draft a resolution favoring a national association, to be presented to the evening meeting. It was also voted that the business of the Association should be transacted at the evening meeting.

W. H. Chambers of Hepburn, Iowa, read an able paper on "Our Duty as a Member," which was highly appreciated by all present.

On motion, the meeting then adjourned until 7:30 p. m.

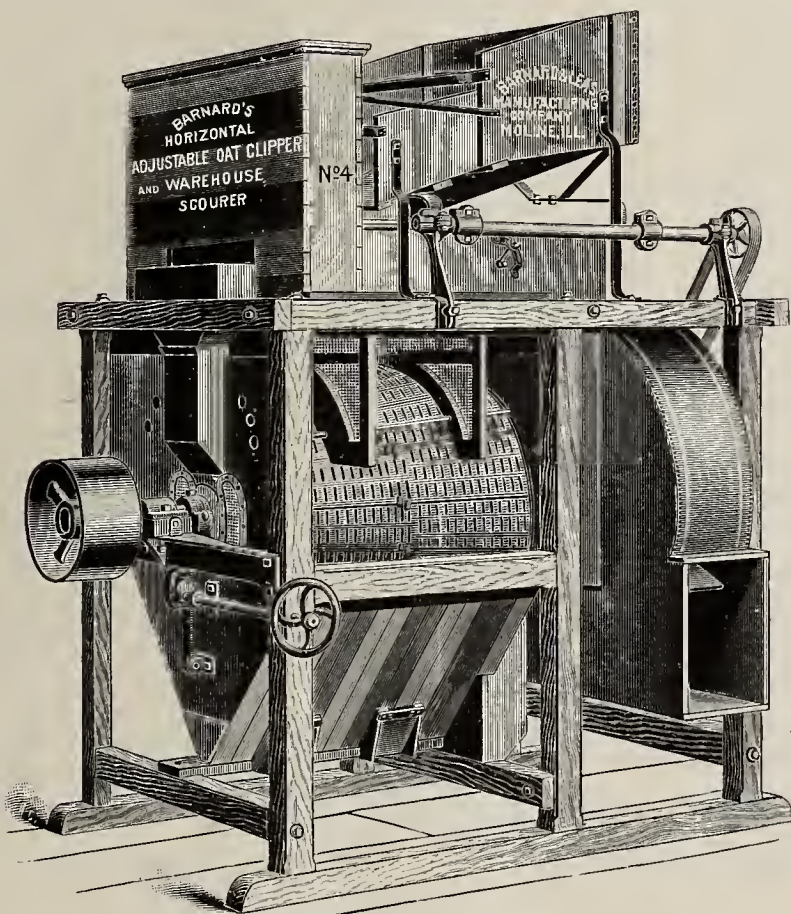
The meeting convened at 8 p. m. and was called to order by Chairman W. H. Chambers. All parties

Grove, Ia.; J. L. Wright of Ballard, Messmore & Co., St. Louis, Mo.; Isaac Motter, track buyer, St. Joseph, Mo.; Erich Picker, of Picker & Beardsley, St. Louis, Mo.; Wm. Murphy, of Murphy & Poor Grain Co., Kansas City, Mo.; T. P. Gordon, track buyer, St. Joseph, Mo.; F. C. Hollinger, track buyer, Omaha, Neb.; C. V. Fisher, of Redmond Cleary Com. Co., Des Moines, Ia.; V. W. Bullock of V. W. Bullock & Co., Burlington, Ia.; E. D. Hamlin, of Jos. Good & Son, Cincinnati, Des Moines, Iowa. H. S. Stoops, Assistant Division Superintendent C., B. & Q., Creston, Iowa.

G. A. STIBBENS, Secy.

BARNARD'S NEW HORIZONTAL OAT CLIPPER AND SCOURER.

Owing to the condition of the present crop of both wheat and oats a hard scourer is indispensable for putting them in condition for market. Not only must the smut be got rid of, but the sprouts from growing grain must be removed, and it is said that oats will have to be clipped at both ends. The machine here illustrated is claimed to be especially adapted for this purpose, and it is successfully es-



BARNARD'S NEW HORIZONTAL OAT CLIPPER AND SCOURER.

were present that attended the afternoon session. Twenty-four applications for membership were read and approved.

F. D. Babcock addressed the meeting in the interest of mutual or coöperative insurance. He presented some strong arguments in its favor and requested the association to take it up. On motion the Secretary was instructed to get an expression of opinion from each member in regard to mutual fire insurance.

No action was taken on the resolution in regard to a national association of grain dealers.

The meeting adjourned, to meet at Council Bluffs on call.

The following were present: J. R. Harris, Northboro, Ia.; H. McCommon, Maryville, Mo.; W. Dougherty, Hawthorne, Ia.; W. T. York, Mound City, Mo.; K. Dockstader, Lenox, Ia.; Ed. McBratney, Stauber, Mo.; M. F. Hackett, Watson, Mo.; S. E. Kurtz, Greenfield, Mo.; J. F. Johnson, Rockport, Mo.; J. S. Kinney, Hamburg, Ia.; J. L. Gwynn, Imogene, Ia.; J. B. Samuels, Riverton, Ia.; D. Hunter, Farragut, Ia.; J. W. Shambaugh, Shambaugh, Ia.; Jerry Wilson, Conway, Ia.; C. D. Knapp, Sidney, Ia.; H. F. Leet, Maryville, Mo.; J. Anracher, Shenandoah, Ia.; F. M. Campbell, Randolph, Ia.; W. H. Chambers, Hepburn, Ia.; F. S. Brownfield, Craig, Mo.; C. H. Harris, Bartlett, Ia.; Ed. F. Rose, Coin, Ia.; E. Bosley, Skidmore, Mo.; G. A. Stibbens, Coburg, Ia.; F. D. Babcock, secretary Northwest Iowa Association, Ida

established. The scouring case is chilled cast iron, and the revolving cylinder is all iron, thus insuring strength and durability to the beaters. They are made conical, and the revolving cylinder is movable on the shaft, and adjustable while in motion. The shaft is heavy and strong, and runs in two self-adjusting, self-oiling boxes, which prevent heating.

The grain is received onto the shaker, when the shaker is used, but when no shaker is used it is received direct into the scouring case through an iron spout on the head thereof, where it receives the proper amount of scouring. It is then discharged into the separating air trunk, which removes all remaining impurities by suction, the heavier of which is deposited in the screenings chamber under the scouring case, which discharges it automatically, while the lighter is blown by the fan out of doors with the dust. The cleaned grain drops out of the bottom of the separating trunk ready for shipping. Grain dealers will need more and harder scouring in their elevators this year, and the makers guarantee this machine. It is made by the Barnard & Leas Mfg. Co., Moline, Ill.

If a prophet of the wheat markets is so accurate that following events justify the forecast, he gets no credit. If he happens to fail he gets lousy kicks. —Toledo Market Report.

INSPECTION FEES AT CHICAGO ARE SWELLED.

It is hard to figure out how anyone was benefited by the legislation by which certain grain elevators were made irregular, only to be declared regular at a later date, with the exception of the State Inspection Department. All the grain in the houses controlled by Seaverns and Harper, which were made irregular a year ago, has been made regular for delivery by being inspected out and back in again. The same thing has been done with the grain which was in the Armour houses, and which with them was declared irregular, and with the grain put into the Central houses during the few weeks when they were under a ban. Nearly all of the grain in the Nebraska City Packing Company's house and the South Chicago annex, which were made regular for the first time this year, has been turned over, as well as that in such of the Weare houses as are now regular, but were not last year.

The plan of making all this irregular grain regular is to run it out into cars and run it back into the houses after inspection as original receipts of grain. The inspection charge is 25 cents a car. One elevator man alone says that he paid nearly \$400 to the inspection department, and he did not have nearly so much to turn over as a number of the others. While all this grain has been made regular for delivery on contracts, the trade has had no notification of the fact. These transfers do not appear on the inspection sheet posted on the floor each day. Up to a few months ago the transfer appeared with original car lot receipts and caused some confusion.

INTERSTATE COMMERCE COMMISSION ON REBILLING.

The Interstate Commerce Commission recently, in an opinion by Commissioner Clements, announced its decision in the case of the Omaha Commercial Club against the Chicago, Rock Island & Pacific Railway and other carriers between Texas points and Omaha, Kansas City, St. Louis and other Mississippi River points and Chicago. The main points of the decision are:

Carriers have no right to disregard distance and natural advantages to bring about commercial equality. Through rates are matters of control between carriers composing through lines, and the commission has no power to compel connecting carriers to contract with each other.

If, in cases of shipments under a through bill of lading and a through rate, the privilege of "stoppage in transit" at an intermediate point and trying the market there, and, if it be found unsatisfactory, of reshipping to the point of original destination at the through rate, be lawful, the granting of it to one locality and the denying of it to another would be an unjust discrimination against the latter.

The maximum class rates between Omaha and Texas points should not be as high as those between Chicago and Texas points, and should not exceed those between Davenport, Rock Island and Moline and Texas points.

Two boys were recently arrested at Richmond, Va., for breaking into C. & O. cars and stealing grain. It is said that they belong to a gang of grain thieves.

At Balfour, Guthrie & Co.'s warehouse at Tacoma, Wash., there were on April 1 300 tons of wheat, and as the law is that anyone holding grain in transit in which he has any ownership whatever shall pay taxes on its full value, the assessors have sent in a small bill for \$5,000.

An intelligent writer who has a clear understanding of everything that relates to the construction and operation of grain elevators contributes the following to the Washington Post: Steel storage tanks for grain are rapidly taking the place throughout the country of the old wooden elevators, and pneumatic tubes are used to convey the grain from the place of storage to the mill, whereas formerly it was wheeled in barrows over bridges between the buildings or through underground tunnels.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

FAVOR ALL ASSOCIATIONS.

Editor American Elevator and Grain Trade:—We are in for all associations, local, state or national.
PRATT-BAXTER GRAIN CO.
Taylorville, Ill.

THE PLAN A GOOD ONE.

Editor American Elevator and Grain Trade:—I think the plan for a national association of grain dealers is a good one, and I hope it will be a success. I will add my name to your list.
Yours truly, E. R. ULRICH JR.
Springfield, Ill.

FAVORED BY AN OLD FIRM.

Editor American Elevator and Grain Trade:—We wish to add our name to the list of those favoring a national association of grain dealers. Our business has been established 21 years.
DORMAN & SANFORD.
Belchertown, Mass.

INDORSES PLAN.

Editor American Elevator and Grain Trade:—I think the idea of a national association is a good one, and take pleasure in sending my name. I trust the plan will meet with the success it merits.
Respectfully yours, P. F. MURRAY.
Bloomfield, Neb.

ELEVATOR MEN SHOULD BE PROTECTED.

Editor American Elevator and Grain Trade:—I think men who have their money invested in elevators should be protected from scalpers in some way, therefore I favor a national association.
H. G. WILSON.
Stoddard, Neb.

NEED AN ORGANIZATION.

Editor American Elevator and Grain Trade:—I have been regularly engaged in buying grain for over three years, and am satisfied that we are in need of an organization that will protect our interests.
Yours respectfully, J. A. GILBERT.
Waco, Neb.

ORGANIZATION IS NECESSARY.

Editor American Elevator and Grain Trade:—The scheme for a national association is a good one. Push it, by all means. I have been in the business twelve years, and feel that something of the kind is necessary now.
C. P. BARLOW.
Tekama, Neb.

COULD ACCOMPLISH GREAT GOOD.

Editor American Elevator and Grain Trade:—We think the national association of grain dealers which you refer to in the "American Elevator and Grain Trade" could accomplish great good if dealers generally would enter into it.
Yours truly, LYMAN JOHNSON,
Northern Iowa Grain Co.
Sioux Rapids, Iowa.

WILL ASSIST.

Editor American Elevator and Grain Trade:—We will be pleased to do all we possibly can to encourage the organization of a full, strong association of grain dealers. We have been in several organizations, are still connected with some, and hope the one now proposed will be successfully organized.
Yours truly,
ST. PAUL & KANSAS CITY GRAIN CO.
Minneapolis, Minn.

HEARTILY IN FAVOR OF A NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—We heartily agree to all you have suggested in regard to a national organization, and believe that such an association would result in much benefit. We are the only regular dealers here, yet we are compelled to compete with a scalper who jumps in and out just as it suits him. We believe if the regular dealers

would combine, and give the commission men and large dealers to understand that they must stop bidding to the scalpers or lose trade of regular dealers, it would have a good effect. We hope to hear more in regard to this matter.

Very truly yours, SMITH & PIERCE.
Effingham, Kan.

HEARTILY IN FAVOR.

Editor American Elevator and Grain Trade:—I am heartily in favor of the proposed national association of grain dealers exclusive of the "man with the scoop." I believe that such an association might accomplish for us who buy at points where there is no competing railroad what we as individuals could not do. Hoping that the proposed association will be successfully organized, I remain
Yours truly, L. D. LEWIS.
Hennessey, O. T.

MUST PROTECT INTERESTS OR RETIRE.

Editor American Elevator and Grain Trade:—A strong national association of grain dealers is what every grain man needs and ought to have. We must do something to protect our interests or we will all have to go out of business. I have been in the grain business here since 1886—ten years. We grain dealers ought to make some money, but we do not seem to work together for our own interests.
Very respectfully, S. D. EELLS.
Elmwood, Neb.

DECLARES IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—Being regularly engaged in buying and selling grain, we hereby declare in favor of the organization of a national association of grain dealers; the membership to rest in firms who have been engaged in the buying and selling of grain at any station for a year or more and are still so engaged, and the object of the association to be the advancement and protection of our common interests.
H. A. KOSTER.
Platte City, Mo.

JUST THE THING.

Editor American Elevator and Grain Trade:—I send herewith the blank clipped from the "American Elevator and Grain Trade" indorsing the movement for a national association of grain dealers. This is just the thing I have been in favor of for years. It is in the West the grain men are fighting each other, and they ought to organize and come to an agreement on all matters to their mutual interest. I wish the movement success and will give it my support.
Yours very truly, J. H. KARNS.
Labette, Kan.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor master of the port of Tacoma, Wash., for the month of August, the total exportation of breadstuffs was as follows: Flour to Japan and China, 20,275 barrels, valued at \$61,885. The inward registered tonnage was 53,682, inward cargoes 10,505 tons; outward registered tonnage 49,374, outward cargoes 43,752 tons. The arrivals were 42, departures 38.
SAMUEL COLLYER,
Secretary Chamber of Commerce.
Tacoma, Wash.

ASHAMED OF THE UNORGANIZED TRADE.

Editor American Elevator and Grain Trade:—I am pleased to see that you have started the ball rolling for a National Association of Grain Dealers. I trust that enough of the progressive country dealers will come forward and give the move their hearty support to make it a big success. It is a shame that this great trade has been so long without a national association. Every other trade of importance has a national organization at work striving to rid it of the ragged old customs which encumber it.
No wonder it is difficult to make a living in the grain business. All the ridiculous practices of the past have through many years of toleration become so firmly established that it is impossible for a few individuals to accomplish anything in the line of reform.

I would like to see every country shipper who has any push join this movement. Let us have a strong

association, strong not only in numbers, but also in confidence in one another, so that when our officers or a committee have anything to ask of a railroad we can appear as dictators rather than supplicants. Let us have an active, a progressive and aggressive association. One that members will be proud of their membership, and shippers who are not members will be proud of it as a representative trade organization. Send in your name and words of encouragement.

S. C. SCOTT.

GRADING CORN DOWN AT CHICAGO.

Editor American Elevator and Grain Trade:—We are of opinion that something should be done along the lines you suggest regarding the organization of a national association of grain dealers. We have been selling corn on track here subject to Chicago inspection. It graded all right until the market started down, then it began to grade No Grade and No. 4, and it was docked 3 to 6¼ cents per bushel. The very same corn would grade No. 2 yellow one day, and No Grade the next. Do we have to stand such impositions as that?

WM. SOUTHALL & SONS.

Pierson, Iowa.

SHOULD NOT LOSE ANY TIME.

Editor American Elevator and Grain Trade:—I am greatly in favor of a national association and shall be glad to hear that one has been formed. I hope the grain dealers will not lose any time in doing this work.

I belong to two grain and two lumber associations. The lumbermen have local and national associations and they are all right—a complete success. There is no reason why the grain men cannot organize in the same way. I have just returned from one of our local meetings held at Manhattan Beach, near Spirit Lake, Iowa. We had a profitable meeting.

Yours, E. J. EDMONDS.
Marcus, Iowa.

UGHT TO ORGANIZE.

Editor American Elevator and Grain Trade:—In your valuable journal of August 15 I notice that the Illinois Grain Dealers' Association and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, and that you invite your readers to give their opinions on this subject. I believe that grain dealers ought to organize into bodies of this kind, have regular meetings where they could discuss all matters concerning their business, and adopt such measures as would promote and protect the general interest of the members.

I am not engaged in the grain business on my own account, but am manager of the Hills Mercantile & Elevator Co., which deals in grain, coal and twine. I have been with the company since it was organized and incorporated, September 1, 1895, and expect to remain here. I desire to become a member of the proposed national association of grain dealers and send my name herewith.

Yours respectfully, H. E. WYUM.
Hills, Minn.

MEMBERSHIP: DUES AND REPRESENTATION.

Editor American Elevator and Grain Trade:—Success to you in your effort to organize the country shippers into a national association. The receivers and shippers and the terminal elevator men have their organizations, and no doubt profit by them, or they would abandon them. It looks to me as though we have much to gain by organization, and I do not see how it is possible for us to lose anything. If there are any good reasons why we should not organize I would like to know of them. A discussion of the organization before we meet will surely prove of advantage and make it easier for us to work to a point should we meet.

Grain dealers in all parts of the country have many interests in common, therefore I think it would be wise to admit everyone who is engaged in buying and selling grain either for himself or for his principals. Then if a firm operating at a number of stations desires to have each branch repre-

sented it can do so, by making application for each house, paying one initiation fee and one-half the regular dues for each house.

Each branch house would then be entitled to a vote, and to every consideration that each full member received. If firms operating at different stations were willing to pay only for the headquarters, they should be given one vote and difficulties arising at any station other than where its headquarters were located should not be considered. No firm or company should be given more than one vote on any question, unless it pays for more than one membership, even if it has three, four or more members present at the meeting.

I believe in representation according to taxation. A firm should be given privileges and protection according as it gives support.

A NORTHWESTERN DEALER.

WILL JOIN IF SCALPERS ARE BARRED.

Editor American Elevator and Grain Trade:—We are heartily in favor of a national association of grain dealers, if started with the proper object in view. The greatest trouble a dealer has to contend with is what we in this state call scalpers. It is conceded that Nebraska has the best country elevator system in the United States. As a rule, each railroad station has two elevators, rarely more. Railway companies will not allow more than two at a station, unless the party wishing to build takes the matter through the courts, which is very expensive. A scalper will start in at a station with a scoop shovel and load grain direct into cars. He works only while receipts are good; as soon as the receipts begin to let up he quits. But the elevator man can't quit. He has to keep open during the dull season for the accommodation of those farmers who occasionally bring in a load. Sometimes we will handle only two or three loads in a week. It costs us about as much to handle one load per day as it does to handle fifty.

We see only one way to do away with scalpers; that is to form a strong organization and bring pressure to bear on the commission merchants and track buyers to keep them from dealing with them in any way. There are not many scalpers in our part of the state. We had one settle down at one of our stations some time ago, but succeeded in running him out. But it cost money to do it. We would not care to interest ourselves in the association if it admitted scalpers to membership, even if they had bought at a station ten years against elevators. A regular grain buyer is one who has an elevator or warehouse on a railway company's sidetrack.

Yours truly, N. F. TAINTOR.

DISCOUNTS ON CORN AT BALTIMORE ELEVATORS.

Editor American Elevator and Grain Trade:—We still continue to hear our neighbors complain bitterly of their treatment in Baltimore during the past 60 days. In looking over our books we find that out of 478 cars of corn shipped to most of the interior eastern markets and northern markets since July 1 our figures are as follows:

Thirty-eight cars shipped to Locust Point Elevator, Baltimore, Md.

Thirty-four cars graded Sail Mixed.

Two cars graded Steamer or No. 3 White.

Two cars graded Rejected.

Total discount at Locust Point Elevator \$139.91.

Forty-four cars shipped to Canton Elevator, Baltimore, Md.

Twenty cars graded Sail Mixed.

Eighteen cars graded Steamer Mixed or No. 3 White.

Six cars graded Rejected.

Total discount \$1,002.96.

This Baltimore corn was all in good order when it left here and was discounted altogether, on 82 cars in Baltimore, \$1,142.87, most of which was discounted at Canton Elevator, at the same time 396 cars of the same corn, from the same station shipped to all other markets to which we had sales were discounted only \$265.97. This not including three or four cars No. 2 Mixed and No. 3 Mixed applied on No. 2 Yellow sales at a discount for interior trade. This discount of \$265.97 included also dis-

counts on the very poorest corn we had, and which we shipped knowing it was low grade, while the Baltimore corn was shipped as our best. Can any of the other shippers who have tried the above Baltimore elevators show similar experiences?

Yours very truly,

E. R. ULRICH & SON.

Springfield, Ill.

MUTUAL FIRE INSURANCE FOR COUNTRY ELEVATORS.

Editor American Elevator and Grain Trade:—I notice that the elevator men are again discussing the advisability of organizing a mutual fire insurance company. After trying both stock and mutual companies I am convinced that mutual insurance is much cheaper and just as reliable. But there is no use of our organizing a mutual company, because one of the strongest mutuals in the country is making a specialty of insuring country elevators. It has carried my risk for about one-half what it cost me in stock companies, and its record for the last 20 years shows an annual saving to members of about that much. It has a well organized force of experienced inspectors, who make annual inspections of every risk on which the company has insurance, hence the expense of inspection is less than it would be for a separate company.

It has a well established reputation for treating its policy holders fairly, has cash assets of nearly \$600,000, and has years of experience in the insuring of grain elevators and their contents. I have been told by an owner of many elevators in this state that it insures more elevators in this part of the country than any other company, yet I have never heard a word against it or its methods. I refer to the Millers' National Insurance Company of Chicago.

F. C. JOHNSON.

Mayton City, Minn.

SUGGESTIONS FOR CONSTITUTION AND BY-LAWS.

Editor American Elevator and Grain Trade:—It seems that the movement for the organization of a National Association of Grain Dealers is really under way. It may be surprising to some that the project has never been undertaken before. But the fact is, associations of grain men have only recently become of any value to the trade. Hitherto they have been backward about taking up questions of importance to all.

Grain dealers in all parts of the country have felt the need of protection from illegitimate traders, sharp and friendly farmers, commission men and unjust and discriminating rates on the part of the railroads. Thus the benefits of membership in an association have become recognized by most grain dealers.

In short, in and out of the associations all indications point to the time being ripe for the organization of a National Association of Grain Dealers. As for its necessity, no one can question that. Whoever believes that mutual protection in a local association is good must also agree that the mutual protection of members in a national association is also good. Some may think that the protection afforded by membership in a local association is enough. But unfortunately such is not the case. A local association can deal effectively with local questions and troubles only, while there are abuses and reforms of national importance, which only a national association can handle. The man-with-a-scoop must be done away with, shortages must be paid for, members must be warned against illegitimate commission merchants, rate discrimination between persons, places or things must cease, just laws for the protection of regular dealers must be enacted, uniform and clean bills of lading must be adopted. Is it any wonder that the feeling is gaining ground that we must have a national association and reform?

But we must all do our part for the promotion of the cause, if it is so little as sending in our declaration in favor of organization. After a sufficient number of dealers have declared in its favor a meeting might be called for the purpose of formally organizing. However, I think it would be advisable to discuss the plan of organizing at length before meeting. I for one would like to hear what the

committees appointed by the Illinois and Iowa associations have done, if they have yet done anything. And I suppose others would be interested in the work as well as myself.

In order to help along the good work if possible, and at least make a beginning, I propose to suggest a constitution and by-laws for the consideration of those who wish to join the association. I will submit it part at a time, so that it can be criticised and improvements suggested.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

CONSTITUTION.

ARTICLE I.

Section 1. The name of this organization shall be The National Association of Grain Dealers.

ARTICLE II.

Sec. 1. Any person or firm who has engaged in the buying and selling of grain at any station continuously for one year or more, and is still so engaged, may become a member of this Association upon payment of the initiation fee and subscribing to this constitution and by-laws.

ARTICLE III.

Sec. 1. The officers of this Association shall consist of president, first vice-president, second vice-president, treasurer and secretary.

Sec. 2. There shall be a Board of Directors consisting of the president and six members of the Association.

Truly yours, J. T. MERRILL.

SHORTAGES, BALTIMORE INSPECTION, TRACK BUYERS, ORGANIZATION.

Editor American Elevator and Grain Trade:—Regarding a National Association of Grain Elevator Men of the United States, we think such an organization would result in untold good to every dealer in this country. Most every matter which comes before the state associations could be handled to much better advantage by an organization representing every legitimate grain dealer in the grain producing, grain consuming and grain exporting states.

First, our railroad people could be handled with much more satisfactory results by such a body, and the matter of shortages in weights, delays in delivering goods, delays in getting empty cars, demurrage charges, the matter of giving shippers cars which are utterly unfit for transporting grain and not in condition to keep it from being damaged by heavy rains, etc., all could be overhauled systematically and handled to much better advantage than these matters could possibly be attended to at present through local and state organizations. We would like to hear from a single country elevator man who has not lost hundreds of dollars during the past thirty to sixty days, during the extremely wet and hot weather, by grain getting out of condition in transit. A good deal of this started in good, dry condition, but was caught in heavy rains on the road, and with intensely hot weather soon got into a heated condition. Grain in this condition arrived on the market in such large quantities that it had to be disposed of at ruinously low prices.

We would like also to hear some expression of opinion from the country elevator men, who have been shipping corn to Baltimore during the past thirty to sixty days—as to how the Baltimore inspections and discounts have struck them. For our own part, we think that the Baltimore grain trade has done itself harm by its excessive discounts and strict grading during the past sixty days, that it will not recover from for years to come. Our shipments to Baltimore last year were well taken care of, and we had no trouble whatever, as almost every car graded Sail Mixed or some other grade that applied on our contracts without any discount. Then during last winter a good deal of our corn was turned to Chicago and graded excellently, with very few cars below contract grades. When Eastern rates were reduced this summer, we sold a good deal of corn to Baltimore houses, and what was our surprise, when our returns began to come in, to find that corn which had inspected in Baltimore, Chicago and almost all Eastern points right along before was now grading Rejected, Steamer Mixed, and No. 3 White, and discounted at a tremendous

rate, all the way from 2½ to 13 cents per bushel being taken out of probably 15,000 to 20,000 bushels. Good white corn which was shipped good, sound and dry was discounted 2½ cents per bushel as No. 3 White, although it would be dumped into bins with as much yellow, and grade Sail Mixed all right when loaded out. When the poorest corn in Chicago was bringing 1½ to 2½ per bushel less than the contract grades, Baltimore was slaughtering shipments



THE JEFFREY RUBBER BELT, BARREL AND SACK ELEVATOR.

still, and when Newport News was paying us ¾ cent per bushel more for Steamer Mixed corn than Baltimore was bidding for Sail Mixed corn, Baltimore was discounting Steamer Mixed corn on Sail Mixed contracts 3 cents per bushel. Is the Baltimore grade of Steamer Mixed so much under Newport News Steamer Mixed as to be worth 3½ cents less per bushel?

Such matters as the above are of vital importance to every country grain shipper, and this is one of the many matters that could be and should be thoroughly aired by a national organization of country elevator men through proper committees. There is no business in the country which needs thorough organization as much as the grain trade, and no business of such a magnitude has as little attention in that respect as the country elevator business.

The necessity of having the Interstate Commerce Law changed so as to cover the shortage abuse was brought up by the Illinois Grain Dealers' Association recently and taken before Shelby M. Cullom and others in Washington. Mr. Cullom kindly advised us that he had been working on this matter for some time, but had not been able to get his bill through. Now every grain dealer in this country is interested in having such a bill passed, and must try not only through a national organization, but also individually through members of the House of Representatives and the Senate to have this bill brought up speedily and acted upon at the earliest possible moment. When the law is so amended, and not until then, will the railroads see that the shippers get cars that will not sow wheat, oats and corn along their tracks from the fertile valleys of the Mississippi River to the rock ribbed states of the Atlantic, and from the beautiful fields of Dakota to the Gulf of Mexico. If the railroads cannot build cars out of lumber that will not scatter grain, let them make them out of boiler iron and keep the grain under lock and key, or take the alternative and foot the bills as we shippers are now doing.

The Illinois Association has been working on this shortage question for a number of years. Each time after the question has been stirred up, weights are

excellent for some time, and then the "taking toll" business begins again, and shortages begin running from 5, often to 50 bushels per car. Let the question be agitated again and shortages become very few and far between—for a time. Now the only way under the sun that the railroads can remedy this is to give clean bills of lading for every pound, and weigh it in and out themselves, or accept the shippers' and receivers' weights.

Second, in regard to the track buyers' methods of buying indiscriminately through the country. We think they should get reliable information regarding new parties asking for bids before trading with them. A national organization could take this up systematically and furnish a full list of all regular dealers in each state. The names of track buyers who insist upon buying from irregular dealers should be published each month in the "American Elevator and Grain Trade." Track buyers who buy regardless of the dealers being regular or irregular upset all the country elevator man's trade.

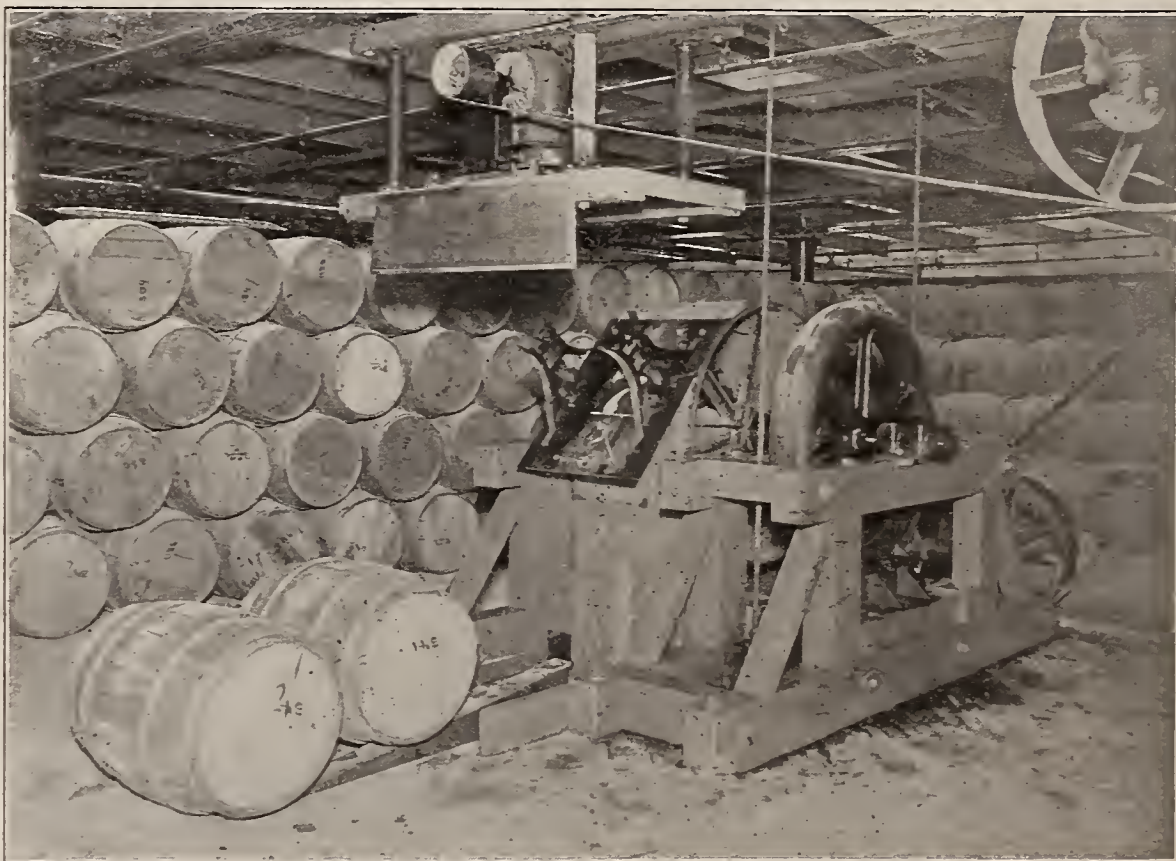
We think the method you are taking for starting this National Association is a good one, and we hope all regular dealers will cooperate with you in this matter promptly.

Yours very truly, E. R. ULRICH JR.
Springfield, Ill.

THE JEFFREY RUBBER BELT, BARREL AND SACK ELEVATORS.

It has long been conceded that mechanical appliances for the rapid and economical handling of barrels, sacks, boxes and sundry packages are indispensable to large flour mills, warehouses, breweries, sugar refineries, etc. It therefore remains to be determined what special machinery is best adapted to local conditions and requirements. Endless chain or belt elevators and conveyors with suitable arms operating over sprocket wheels or pulleys have proven the most practical for this work and find by far the largest application.

Two illustrations are given herewith, being partial views of the Jeffrey Rubber Belt, Barrel, and Sack Elevators, one showing the ascending side, the other the head, with the barrels in position.



THE JEFFREY RUBBER BELT BARREL AND SACK ELEVATOR.

Eight of these elevators were successfully installed in the new refinery of the Franklin Sugar Refinery Company of Philadelphia, Pa., by the Jeffrey Manufacturing Company of Columbus, Ohio.

These elevators are each 85 feet high, extending through eight floors, having a combined capacity of elevating 3,000 barrels per hour, and lowering a like number at the same time, making a combined

capacity for handling 60,000 barrels in ten hours. They are constructed of 28-inch seven-ply rubber belting, having special arms attached at regular intervals, so arranged that the barrels and sacks can be discharged automatically at any floor without interrupting the operation of the machinery. Power is furnished by electric motors provided with special appliances, which enables the operator to stop and start elevators at any floor. They are extremely simple in construction; the parts being few, of easy access, and not liable to get out of repair. The same appliances with slight modifications can be adapted to the handling of miscellaneous bundles, packages, boxes, crates, etc., both horizontally and vertically.

CHANGE OF POLICY DUE TO MONEY MARKET.

The elevator interests of Minneapolis, in common with those of other sections of the West and in common with business interests generally, have been obliged to change in some particulars their usual policy of trade because of money market conditions. At this season of the year the grain interest is one of the heaviest, if not the heaviest, borrower of money in the country. This means that Minneapolis is a large user of money at this season, when the new crop of wheat begins to move. The very large part of this money used in handling the Northwest crop has for several years come from the East. Boston, New York, Providence and other centers have contributed to the fund that goes west annually "to move the crops." But this year the fund is not going that way, and because of this, elevator interests in the West especially, and, in fact, the entire grain receiving trade, with other lines of business, have been obliged to change somewhat their line of work.

The elevator companies have made a business in late years of carrying wheat from month to month and realizing a carrying charge, or making an effort to do so, and this has required large sums of money. While some of these companies have large capital, none of them have had at their immediate command the millions required at once to enable them to carry single-handed this wheat. The somewhat

close condition of the money market in general has led the elevator companies to a more conservative policy for the present, at least, and instead of carrying wheat for a storage charge they will work on a closer policy, sell their wheat as opportunity offers, and do less of the carrying business.

The Minneapolis companies have a capital of their own to work on, and while they would like addi-

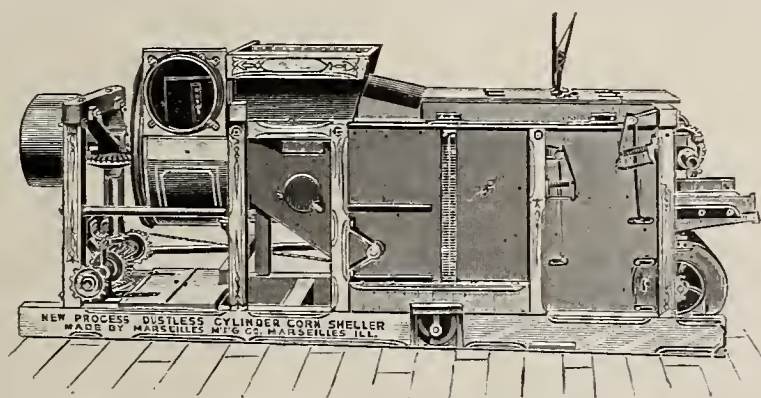
tional sums of money to enable them to engage in a larger money-making policy, they are content for the present to work without much borrowed capital and become frequent shippers of wheat rather than carriers of it.—Minneapolis Journal.

GOOD YEAR FOR RECEIVERS.

The wretched grading of the wheat and oats this year has been of advantage to one class in the market, the receiving concerns. It has vastly increased their business, so that it has really been a fairly good season for most of the cash handlers. Elevator people do not like to buy low grade grain in the country. They seldom make bids. They prefer to see it come to the market and to buy it after it gets here, claiming they can buy it cheaper here than in the West. Then there is less risk to them from deterioration in transit. At any rate it always happens that the receiving concerns handle the bulk of the low grades, and this year it looks as if most of the wheat and oats was of poor quality.—Times-Herald, Chicago.

THE NEW PROCESS SHELLER, SEPARATOR AND CLEANER.

After several years of careful study and experimenting the Marseilles Mfg. Co. of Marseilles, Ill., has put on the market its New Process Warehouse Dustless Cylinder Corn Sheller, Separator and Cleaner, of which an illustration is given herewith.



THE NEW PROCESS SHELLER, SEPARATOR AND CLEANER.

It is designed to shell, separate and clean corn perfectly without cracking or grinding the grain, and deliver the cobs in good condition for fuel. At the same time it is claimed to be simple, strong and well built, and to require but little power. It has a combined suction and blast fan with adjustable drum, by which dust and dirt can be deposited at the most desirable point from the machine, and employs a complete vibrating separating principle.

From the hopper the corn is carried into the shelling cylinder by means of a positive driving feed screw. The feed screw and the shelling head are attached to a heavy shaft and revolve inside of an open cage made up of adjustable staves. These staves may be adjusted to suit the shelling of corn in different conditions by the lever at the top of the machine. The shelling head is made of white iron with spiral ribs. By the force of the screw feed and the shelling head the ear corn is carried forward continuously, and each ear is revolved and the corn thoroughly stripped from it. Each ear is thus shelled by itself, and the cobs, broken but little, are at once released from the cylinder and fall on the vibrating separating cob shoe.

A suction and a blast fan are used in separating and cleaning. The suction fan, the feeding and shelling head and the balance wheel are all on one shaft. The blast fan is placed at the outer end of the grain shoe just under the cob shoe and works in conjunction with the suction fan. This is said to make a perfect cleaning apparatus and a practically dustless machine, the ends of cobs, dirt, dust, etc., being removed. The machine is said to be made absolutely dustless by the fan drum being adjustable on the shaft and the opening provided with a swivel discharge pipe, whereby the dirt can be discharged at any point desired by the operator. The cob shoe is of large capacity. The cobs are discharged from the cob shoe into the conveyor, the

shelled corn falling through the screen to the grain shoe below. The cob and grain shoes are both driven from one shaft. The cleaning parts of the New Process machine can be removed, if desired, and separating and cleaning done in another part of the building. The machine is made in two sizes, having capacities of shelling, separating and cleaning 200 to 350 and 300 to 600 bushels per hour. Full particulars regarding it may be had from the manufacturers.

ANOTHER GRAIN DEALERS' ASSOCIATION.

The members of the grain trade will be pleased to learn that another grain dealers' association has come to light and has been making an effort to advance the interests of its members for some time. It is called the Southern Nebraska Grain Men's Protective Association. George Adams, of Adams & Gilbert, Weeping Water, is president and William Coon of Elmwood is secretary. Among the charter members are the following: A. F. Sturm, Nehawka; Wm. Coon, Elmwood; E. Wentzel, Eagle; Bartling & Co., Nebraska City; Towl & Shank, Wabash; De Bois & Sons, Union; Adams & Gilbert and Norton & Son, Weeping Water; E. A. Maust & Son and T. F. Keckler, Manley; S. D. Eells, Elmwood; Beach & Veimer, Eagle; J. E. Banning, Nehawka; Bartell & Co., Avoca; Brooks & Marquett, Walker & Pitman and Walter Jenkins, Murray; Duff Grain Co., Nebraska City.

Wm. Coon, the secretary of this Association, in

sending us his declaration in favor of a national association of grain dealers, gives the following encouragement: "I hope you will succeed. You can count on our Association being with you all the time. Please let me hear from you any time you may want our cooperation."

We trust that more associations will soon be heard from.

ALLEGED DEALERS BARRED FROM USING MAILS.

The postoffice officials at Washington, at the request of the Chicago inspectors, have excluded from the mails all the literature of certain brokerage and stock and grain dealers of Chicago and New York. The government is trying to break up a certain syndicate, headed by J. F. McClure, which, it is alleged, has been swindling the people of the country in mining speculations, Utopian mutual benefit villages and other schemes. The arrest of McClure and his partners was fully aired a month ago.

The firms operated under the names of J. E. Morgan & Co., Thomas & Co., Craig & Co., Wunderlach & Co., J. F. McClure & Co., the Co-Operative Commission Company, the American Commission Company, John I. Tallman & Co., M. F. Brice & Co., all of Chicago, and J. E. Morgan & Co., M. F. Price & Co., J. I. Tallman & Co., Equitable Stock and Produce Company, F. L. Wood and James Boothman of New York.

The evidence has been gathered by the postoffice officials, John Hill Jr., of the Board of Trade, and the Civic Federation. McClure claims that he is not concerned in the alleged firms.

Farmers in Woodford County, Illinois, are contracting to sell new corn at 15 cents per 80 pounds.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No 2. Remedy for Slipping Belt.

Will someone kindly tell me what will prevent a belt from slipping on a pulley? I have been a subscriber for the "American Elevator and Grain Trade" for several years, but have not seen this information. —S. J. BROWN, Liberty, Neb.

No. 3. Why is Grain Permitted to Stand?

Referring to the item regarding the experience of the gentlemen from London visiting a farm near a village in Kent, on page 55 of the "American Elevator and Grain Trade" for August 15, the item has in it a great deal more truth than wit. I have just returned from a trip abroad, and find that both in England and France the grain is allowed to stand uncut for at least two or three weeks longer than is customary in this country. I endeavored to find out the reason of this. Certain it is that no small amount of the berry must be lost by allowing the grain to stand until it is so thoroughly overripe. I would like to have some information on the subject. A Londoner told me in this connection that the reason was due to the relative high price of straw, and particularly long straw, and that the grain was allowed to stand that the straw might grow as much as possible. —JOHN B. DAISH, Washington, D. C.

CARRIERS MUST NOT PAY FOR STORAGE.

Considerable controversy has been going on among the Western Freight Association lines during the last few months regarding the right of the roads to grant free storage on freight. Many of the roads, it has been found, are paying warehouse storage charges in order to secure business.

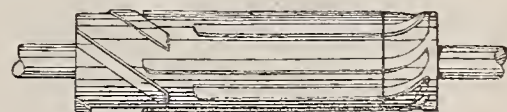
This expense, it was claimed by some of the roads, should be assumed by shipper or consignee, and under no circumstances by the railroad companies, it having no connection with the transportation charges.

Commissioner Midgley, who was appealed to for a ruling in the matter, has just informed the roads that an organization of traffic officers, to whom the matter was referred by the general managers some time ago, decided that railroad companies, members of the Western Freight Association, are at liberty to hold goods for a reasonable period in their warehouses, but that they are debarred from renting outside premises for the purpose named above.

The charters of most of them provide that they shall provide depots for passengers and freight, and the law requires it of all of them. The rules and regulations of freight associations cannot alter their duty to the shipping public, and would not regulate their actions in the matter of furnishing facilities for grain storage if shippers had enough spunk to combine and stand for their rights.

SHELLING DRUM FOR RICE MILLING.

A drum for rice shelling machines is the subject of a recent German patent. The drum is made hollow in one piece, and is provided with ribs which do the work of shelling. The cut shows the disposition of



these ribs with reference to the drum and each other. The conveying ribs have an angle of 45 degrees, and they run below the shelling ribs proper. The ribbed drum revolves in a case over a sieve which removes the husks or shells. At the lower end of the drum the ribs run together into one piece, which is constructed solidly and wedged to the shaft. The drum can easily be removed and repaired.

The word new in the inspection of rye at Chicago was dropped September 1.



Carl Stofft will establish a brewery at Boise, Idaho.

John C. Werner's new brewery at Quincy, Cal., is completed.

F. Baum & Co. have erected a brewery at Port Costa, Cal.

H. Wilmott & Co. have completed their new brewery at Lorin, Cal.

George Jammerthal, brewer of Lake View, Ore., has sold his plant.

Henry Schoenfeld of Cuero, Texas, has erected a brewery at that place.

E. Klinkert, brewer of Racine, Wis., assigned recently to C. M. Dietrich.

Tobener Bros. have succeeded Albert Baier, brewer of Columbia, Cal.

Thomas Downs of Cobourg, Ont., is contemplating the erection of a brewery.

O. Alpeter has succeeded J. F. Gruszczynski, brewer of Milwaukee, Wis.

Frederick Breckle has established a new brewing plant at San Francisco, Cal.

Schuster Bros., brewers of Rochester, Minn., intend to erect a new brewery.

The Mueller Bros. Brewing Co. has been incorporated at Two Rivers, Wis.

The Lackawanna Brewing Co. has completed its new brewery at Scranton, Pa.

The Highland Brewing Co. of Springfield, Mass., will erect additions to its plant.

The Beauport Brewing Co. of Beauport, Quebec, has made additions to its plant.

William & Isidore Huether have succeeded Henry Huether, brewer of Neustadt, Ont.

The A. H. Manske Brewing Co. has succeeded A. H. Manske & Co. at Milwaukee, Wis.

D. E. Hibner and others are preparing for the erection of a brewery at Du Bois, Pa.

Jacobina Schunck has succeeded to the brewing business of L. Schunck at Berlin, Wis.

The Keystone Brewing Co. is preparing to erect additions to its plant at Pittsburg, Pa.

The Columbia Brewing Co. of Binghamton, N. Y., has improved and enlarged its brewery.

The L'Anse Brewing Co.'s brewery at L'Anse, Mich., which recently burned, will be rebuilt.

The brewery at Neepawa, Man., has been compelled to close, having been refused a license.

The Lemp Brewing Co. of St. Louis, Mo., will erect an addition to its brewery to cost \$18,000.

Gustav Frank, brewer of Meyersville, Texas, has added a new brewery to his plant at that place.

The Boulder City Brewing Co. of Boulder City, Colo., has been placed in the hands of a receiver.

Michael J. Groh of M. Groh's Sons, brewers of New York, N. Y., died August 17 at the age of 38.

Joseph Stehlin of Stehlin & Breikopf, brewers of Brooklyn, N. Y., died recently at the age of 38.

It is reported that a large brewery will be erected at Greensburg, Pa., by Philadelphia and Pittsburg parties.

The best posted barley men in the Northwest say the crop will be 65 to 75 per cent. of last year's, but of lighter weight. That does not mean that the

crop is lighter than an average. The average last year was 50 pounds, and this year's will be about 48 pounds.

J. F. Moloney and others contemplate the erection of a brewery at Sault Ste. Marie, Mich., to cost \$50,000.

The Tivoli Brewing Co. of Kingston, N. Y., is again operating its plant, the receiver having been discharged.

P. Schwardzenbart is now carrying on the brewing business of Schwardzenbart & Steffany at Manitowoc, Wis.

The firm of Luhn & Bandlow, brewers of Theresa, Wis., has been dissolved. T. W. Bandlow continuing the business.

J. N. R. Mueller will engage in the brewing business at Santa Barbara, Cal., where he has erected a new brewery.

It is reported that German and American capitalists intend to establish a brewery at Hermosillo, Sonora, Mexico.

Fuernsdahl & Co. have engaged in the brewing business at Redwood City, Cal., having succeeded Michael Kriess.

The Narragansett Brewing Co.'s plant at Providence, R. I., was damaged by fire to the extent of \$5,000 August 18.

S. O. Mitler of the Union Brewing Co., Peoria, Ill., will remodel his brewery at the same place into an ice factory.

The Louis Bergdoll Brewing Co. of Philadelphia, Pa., contemplates making improvements in its malt houses at that place.

The Hinchcliffe Brewing & Malting Co. of Paterson, N. J., will rebuild its malt house, which was burned some time ago.

J. H. Burnell & Co. have organized at San Francisco, Cal., to operate the brewery belonging to the estate of J. H. Burnell.

The F. & M. Schaefer Brewing Co. of New York City will make improvements and alterations to its plant to cost \$2,500.

The Portsmouth Brewing & Ice Co. of Portsmouth, Ohio, will make improvements and additions to its plant at a cost of \$4,000.

The W. D. Matthews Malting Co. of Le Roy, N. Y., will erect an elevator 40x100 feet in size and of 200,000 bushels' capacity.

Nicholas Hoffman, the brewer of East Grand Forks, Minn., who assigned recently, committed suicide by shooting himself.

The St. Joseph Brewing Co. of St. Joseph, Mo., has obtained possession of the Nunning Brewing Co.'s property at that place.

Eppinger & Co. of San Francisco, Cal., recently made a shipment of 67,023 centals of barley, valued at \$57,825, to Queenstown, Australia.

Max Hoeffler and Michel Reissinger of San Francisco have purchased the brewery at Marysville, Cal., owned by the late Louis Sieber.

The Terre Haute Brewing Co. of Terre Haute, Ind., intends to build a new brick brewery which will have a capacity of 300,000 barrels.

F. G. & I. N. Van Vliet, maltsters of New York City, assigned September 4 to L. L. Van Allen. The business had been established since 1801. The company's malt house is at Newark, N. J. The assignment was due to the embarrassment of The

Springfield Brewing Co. The liabilities are about \$300,000.

Smith & Topping, maltsters of Clyde, N. Y., have leased the Reed malt house and will increase their annual output of malt to 300,000 bushels.

T. C. Landigan and R. Ringgenberg of Oakland, Cal., have joined partnership to engage in the brewing business, having succeeded Isaac Bnsh.

The Keystone Brewery at Philadelphia, Pa., will be enlarged to double its present capacity. A new brew house will be erected at a cost of \$25,000.

The Capital brewery at Turnwater, Wash., owned by L. F. Smith, has been completed and is now doing business, but storage and other buildings will be added.

The Hnsa Brewing Co. has been incorporated at Bangor, Wis., with a capital stock of \$50,000 and will operate the brewery belonging to the Joseph Hnsa estate.

Hndepohl & Kotte, brewers of Cincinnati, Ohio, have purchased Schwill's malt house, which will be used for storage at present and later remodeled into a brew house.

The Wilhelm Griesser Engineering Co. of Chicago has prepared plans for Wm. Gebhard's new brewery plant to be erected at Morris, Ill., at a cost of \$75,000. It will have all the latest machinery.

Frank W. Feuerbacher & Co., maltsters of St. Louis, Mo., and proprietors of the Centralia Brewing Co. of Centralia, Ill., whose plant was recently destroyed by fire, will erect new buildings to take its place.

The Springfield Brewing Co. of Springfield, Mass., which was organized with a capital stock of \$300,000 and operated one of the largest breweries in the state, has been placed in the hands of a receiver.

The Castle Brewing Co., which was recently incorporated at Chicago, Ill., will erect a brewing plant which will be equipped with all the latest machinery. The contract has been let to Chas. Kaestner & Co.

A farmer near Sanilas, Cal., recently harvested from 50 acres of land 1,596 sacks of Chevalier barley, clean and plump and weighing 130 pounds to the sack. This is an average yield of about 80 bushels per acre.

The Waukesha Imperial Spring Brewing Co., which was recently incorporated at Waukesha, Wis., will operate The Waukesha Spring Brewing Co.'s plant, which has been in the hands of a receiver for some time.

The French barley crop is reported as very good in quality and quantity. Arrivals at Paris from the Eastern departments are somewhat discolored owing to rains. Winter barley is plentiful, but meets with little attention on the markets.

The suit recently brought by F. E. Otto against The Wilhelm Griesser Engineering Co. of Chicago, alleging that the latter's American Grains Drier was an infringement, has been decided in favor of the defendant, and the company will continue installing them.

The Modesto Mill at Modesto, Cal., was burned August 21, together with 1,000 sacks of barley, the fire starting in the engine room, where straw was used for fuel. The building was owned by W. B. Wood, whose loss was \$4,000, no insurance. The barley was valued at \$700.

According to the last report of the Bureau of Statistics barley malt aggregating 820 bushels, valued at \$642, was imported in July, against 519 bushels, valued at \$555, in July, 1895; and during the seven months ending July 4,655 bushels, valued at \$3,815, were imported, against 4,392 bushels, valued at \$4,046, imported in the same time of 1895.

England has long struggled with the problem of beer taxation. The latest change proposed was embodied in the finance bill recently passed by Parliament, which provides that rice, flaked maize and any other description of corn, which in the opinion of the Commissioners of Inland Revenue is prepared in a manner similar to flaked maize, shall not be deemed to be malt or corn, but shall be considered to be material capable of being used in

brewing within the meaning of the definition of "sugar" in the inland revenue act of 1880.

The Ionia City Brewing Co. of Ionia, Mich., recently sustained severe damages in a storm. Lightning twice struck the steel smokestack recently erected, demolished it and tore off the roof of the brewery. Five carloads of malt stored in the brewery were soaked by the rain.

The export movement of barley at San Francisco is reported as particularly active, shipments indicating a good market on the other side, the demand bearing out that impression and showing that California barley at reasonable prices is pretty well installed in the foreign estimation. The trade is good in brewing, with the outside rate obtainable for choice, while even Chevalier is coming more into motion, sales of best samples having been made at \$1 per cental.

CANADIAN BARLEY.

Barley producers and shippers have had presented to them within the last month or so a new phase of the tariff question as it affects barley. It seems that the Wilson bill put on barley a 15 per cent. ad valorem duty in place of the specific duty of 30 cents per bushel under the McKinley tariff. The latter, of course, put importations out of the question; and while there was a little importing done soon after the passage of the Wilson bill, the low prices which were inaugurated in 1894 put all thought of importations out of the question, duty or no duty. On the other hand, the exports during the twelve months ending July 1, 1896, were 8,000,000 bushels. All, or nearly all, however, was low grade barley not adapted for malting, but sent out for feed, and on a competitive basis with corn and oats. If the demand had existed in the East, however, for malting barley, and the proper selections been made, a good deal of this feeding stuff could have been picked out and brought a higher price. That demand exists to-day, but the Northwestern barley merchant, who is attempting to supply it, is confronted in New York and the East with an excellent quality of Canadian barley, which, under the 15 per cent. ad valorem Wilson tariff, pays a duty of only 3 or 4 cents per bushel. As stated above, this Canadian barley is excellent stuff, plump and sound and good color, and, owing to a proximity to Eastern markets and low duty, is underselling our Northwestern product, which this year is more badly stained than usual, but which, nevertheless, Eastern maltsters would be obliged to take at higher prices if it were not for the Canadian offerings. The same line of reasoning will apply to the grades of barley fit only for feeding, of which the Northwest has produced a large quantity, and of which Manitoba has also produced a good deal. With this stuff selling in the country for 10 to 15 cents per bushel, it can be readily seen that the low duty cuts practically no figure at all.—Commercial Record, Duluth.

The recent export demand for flaxseed has been a relief to everyone connected with the seed trade. Within a month the export sales have aggregated about 3,500,000 bushels, about half of it having been done by a provision concern, the Anglo-American. If this demand had not made its appearance there is no telling where the seed price would have gone. The crushers have been absolutely helpless to protect the market. They have been loaded with oil for which there seemed to be very little demand, and their long experience of manufacturing on a declining seed market had put them all in a hopeless state of mind.

Officials of Grand Forks County, North Dakota, recently brought suit against the Minneapolis & Northern Elevator Co. to compel the payment of taxes on wheat held in the company's elevators. The defense was that the elevator did not own the wheat taxed, but held it for other parties. The lower court rendered a decision in favor of the county, but upon the case being carried to the Supreme Court the decision was reversed and the elevator company sustained. North Dakota elevator companies regarded this as a test case, as they have taken a stand against the assessment law, and the decision is an important one.

THE NATIONAL ASSOCIATION OF GRAIN DEALERS.

That the grain trade has long needed a national association of grain dealers, is generally admitted by those connected with the trade, and now that the Illinois Grain Dealer's Association, and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, we solicit the opinions of our readers on this subject and trust that every grain dealer will cut out and sign the following blank and mail to the "American Elevator and Grain Trade," 184 Dearborn Street, Chicago:

The undersigned being regularly engaged in the buying and selling of Grain, does hereby declare in favor of the organization of a National Association of Grain Dealers, the membership in which shall rest in firms who have engaged in the buying and selling of grain at any station continuously for one year or more, and are still so engaged.

The object of this association shall be the advancement and protection of the common interests of those regularly engaged in the grain business.

I favor.....as the place to hold the first meeting.

Signed,.....

Up to the time of going to press we have received copies of the forgoing declaration signed by the following regular grain dealers:

Stewart Bros., Skowhegan, Maine.
Dorman & Sanford, Belchertown, Mass.
Campbell & Pierce, Lewisburg, Ohio.
A. R. Havner, Bedford, Iowa.
R. R. Palmer, Creston, Iowa.
H. A. Koster, Platte City, Mo.
J. H. Karns, La Bette, Kan.
E. J. Edmonds, Marcus, Iowa.
E. R. Ulrich Jr., Springfield, Ill.
H. E. Wyum, Hills, Minn.
L. D. Lewis, Hennessey, O. T.
E. S. Greenleaf, Jacksonville, Ill.
V. P. Turner (Turner-Hudnut Co.), Pekin, Ill.
G. M. Gwynn, Essex, Iowa.
V. C. Elmore, Ashland, Ill.
Jay G. Dutton, Perry, Iowa.
J. Cook & Son, Blencoe, Iowa.
Junod & Culbertson, Carroll, Iowa.
W. B. Newbegin, Blue Mound, Ill.
McFadden & Co., Hanover, Ill.
C. S. Mawell, Clyde, Mo.
R. J. Edmonds, Hawthorne, Iowa.
H. E. Kinney, Indianapolis, Ind.
McFarlin Grain Co., Des Moines, Iowa.
Tohill Bros., Casner, Ill.
Suffern, Hunt & Co., Decatur, Ill.
H. S. Nichols & Son, Sadorus, Ill.
D. C. Hall, Paxton, Ill.
W. W. Gilbert, Danforth, Ill.
W. A. Feurt, Maryville, Mo.
R. A. Frazier, Nevada, Iowa.
E. M. Parsons, Carroll, Iowa.
Thos. Ryan, Burtonview, Ill.
R. A. Sturgeon, Fisher, Ill.
Dumont & Co., Decatur, Ill.
J. G. Smyth, 77 Board of Trade, Chicago.
Mt. Pulaski Grain Co., Mt. Pulaski, Ill.
F. C. Ames, Rutland, Ill.
A. W. Skinner, Hudson, Ill.
Wm. Maxwell & Son, New Berlin, Ill.
Geo. A. Brown, Brighton, Ill.
J. A. Montgomery, Macon, Ill.
Wood & Kautz, Mt. Pulaski, Ill.
Z. K. Wood & Co., Latham, Ill.
Lyman Johnson (Northern Iowa Grain Co.), Sioux Rapids, Iowa.
E. D. Vorhes, Cushing, Iowa.
C. D. Sanborn, Cushing, Iowa.
Edwin Beggs, Ashland, Ill.
Harris Elevator Co., Sibley, Iowa.
A. W. Gilbert, Sioux City, Iowa.
W. L. Sanborn, Moline, Iowa.
E. L. Ballou, Larrabee, Iowa.
Terwilliger & Dwight, Rock Valley, Iowa.

C. G. McNeil, Mgr. Dent Grain Co., Sioux City, Iowa.

Wolf & Hinz, Granville, Iowa.
St. Paul & Kansas City Grain Co., Minneapolis, Minn.

H. D. Lane & Co., Oskaloosa, Iowa.

E. Reichart, Cumberland, Iowa.

Hendee & Wall, Sloan, Iowa.

E. H. Smith & Co., Salix, Iowa.

E. A. Scholz, Corning, Iowa.

C. S. Lawbaugh, Madrid, Iowa.

C. C. Aldrich, McLean, Ill.

V. Hawthorn, La Place, Ill.

Long & Van Rossman, Struble, Iowa.

S. H. Parsons, Carnarvon, Iowa.

C. P. Barlow, Tekama, Neb.

John J. Murphy, Rogers, Neb.

Vanschoiack & Rickey, Griswold, Iowa.

K. Dockstader, Lenox, Iowa.

H. J. Rolfs & Co., Gretna, Neb.

Wm. Southall & Sons, Pierson, Iowa.

Ed. Wenzel & Son, Eagle, Neb.

P. S. Heacock, Falls City, Neb.

F. G. Butler, Schaller, Iowa.

Wm. Coon, Elmwood, Neb.

Geo. O. Holbrook, Onawa, Iowa.

James Cannon, Sutton, Neb.

Nelson & Jacobs, Staplehurst, Neb.

Tilden Elevator Co., Tilden, Neb.

Smith & Pierce, Effingham, Kan.

H. G. Wilson, Stoddard, Neb.

Pratt Baxter Grain Co., Taylorville, Ill.

S. D. Eells, Elmwood, Neb.

J. A. Gilbert, Waco, Neb.

P. F. Murray, Bloomfield, Neb.

W. S. Broughton, Broughton, Kan.

T. W. Smith, McCool Junction, Neb.

J. W. James & Bro., Benedict, Neb.

W. A. Tarbell, Marquette, Neb.

The Wilson Grain Co., Grand Island, Neb.

W. B. Booker, Danbury, Iowa.

M. H. Roller, Circleville, Kan.

Axel Palmer, Cleburne, Kan.

C. E. Gunnell & Bro., Big Springs, Neb.

H. C. Jeffers, Talmage, Neb.

Jackson & Taylor, Corning, Kan.

H. A. Carleton, Cawker City, Kan.

N. B. Henek, Arrington, Kan.

T. M. James, Burden, Kan.

E. A. Abbott & Son, Charter Oak, Iowa.

T. D. Bartlett, Emery, Ill.

Hawkins & Swan, Ashton, Kan.

E. Blanpied & Sons, Burrton, Kan.

Clark Bros. & Co., Manson, Iowa.

R. H. Bishop, Mankato, Kan.

E. J. Smiley, Dunavant, Kan.

J. B. Ward, Gardner, Kan.

L. Cortelyou, Muscotah, Kan.

S. J. Brown, Liberty, Neb.

Robert Fleming, Mound City, Kan.

Smith, Prince & Co., Jamestown, Kan.

S. R. Bagwell, Rossville, Kan.

W. M. Mitchner, Rossville, Kan.

Frank C. Diggs, Noble, Kan.

J. Jenson, Leona, Kan.

Geo. Scoular, Superior, Neb.

*Smith & Conklin, Menden, Neb.

*Favor National Association if elevator men and warehousemen only are admitted.

A committee of the Chamber of Commerce of Minneapolis is conferring with railroad officials to bring about a readjustment of rates on grain from Southern Minnesota, South Dakota and Northwestern Iowa to Minneapolis, and ask for a restoration of the old differentials. It is claimed that with present rates there is discrimination in favor of Chicago, and other cities over Minneapolis.

Receivers are complaining seriously of the difficulty in disposing of the large quantity of low grade oats now being marketed. The supply largely exceeds the demand, and the fact is sellers are about compelled to accept such figures as buyers are willing to offer. Possibly a portion of the oats could be improved somewhat, if more care was taken in cleaning. Sellers are doing the very best they can for their shippers, but the market is demoralized, and prices extend over a very wide range.—Chicago Trade Bulletin.

Barnett & Record recently brought suit against L. T. Sowle, of L. T. Sowle & Sons, grain commission merchants of Minneapolis, to collect \$6,255. To this has been added another and separate suit for breach of contract, on which ground damages are asked in the sum of \$390. The claim is disputed and is said to have been made on account of expenses incurred by the plaintiff in attempting to organize an elevator company at the head of the lakes. Mr. Sowle says that the scheme fell through and he was not responsible for expenses incurred by Barnett & Record's preliminary work.



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HARLEY B. MITCHELL,	- - -	Editor.
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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1896.

We are pleased to welcome another association to our published list. It is known as the Southern Nebraska Grain Men's Protective Association. We trust other new associations will soon be heard from.

All but three companies have paid their losses in the recent elevator fire at Minneapolis. Two of the companies seem to be undergroundless and would have to be sued in the state where chartered, unless the agents can be held under the new law.

If any of our readers are not satisfied with the winning way in which their corn shipments have been docked lately, we would be pleased to hear from them. An exchange of opinions may show that there are more than two or three shippers who have just cause for being indignant.

Chicago shippers have recently been chartering lake tonnage with the option of sending cargoes to Erie, Fairport or Buffalo. They have in mind the blockades manufactured by the Buffalo elevator pool at the close of recent seasons for the purpose of diverting grain from the canal. Then, too, the ocean tonnage at New York is engaged far ahead, so it may be necessary to send grain abroad via Philadelphia or Baltimore.

Minnesota grain inspectors report that much of the new wheat being received is grading 1 and 2 Northern, and is some better than the first shipments of last year's crop. The berry is not so large, but is heavier and brighter. No complaint of smut has reached us, and it is to be hoped that the farmers accepted and acted upon the advice so frequently given them to treat their seed wheat with bluestone. Advices from Man-

itoba are to the effect that new wheat is free from smut. If all farmers would treat their seed wheat thoroughly every season this disease would disappear.

The schooner Moselle, which was once in the grain trade on the lakes, is to be broken up by a Chicago wrecking firm, which bought her for \$170. She had a record of being a regular Jonah for all sorts of mishaps. Old sailors declare that rats never went aboard of her. She was built nearly forty years ago, and nearly everyone who owned her or sailed in her had a full share of hard luck.

According to the New Orleans papers, New York is watching with a green eye the growth of the export grain trade of the Gulf port, and well it may, for with the increased facilities for handling grain New Orleans ought to get considerable more than it has had of late years. It is making a sincere effort to attract grain, while New York seems to be determined to squeeze as much as possible out of every bushel passing that way.

In accordance with an agreement made last month, No. 3 wheat unloaded at Kansas City elevators is subjected to dockage of one-half per cent. and grades below No. 3 one per cent. The elevator men claim this action is made necessary by the poor wheat, much of which is damp. There is so much docking being done this season that shippers have been kept in hot water ever since the crop was harvested.

Anyone who knows where the price of corn is going to will confer a great favor by sending us a copy of its itinerary. We have no intention of doing it harm, nor will we use harsh methods to intercept its fall, but we would be pleased to head it off and have a quiet talk with it about the degrading influence of its present associations. We are eager to try to rescue it from the teens, for we feel confident that if it gets much lower even the hogs will refuse to have anything to do with it.

One of the most important cases to come up for hearing on September 17 before the Interstate Commerce Commission, in Chicago, is that of Paine Bros. of Milwaukee against the Lehigh Valley Railroad and others. The charge is that of unreasonable rates on wheat, corn, rye and barley in cargo lots from Buffalo to Philadelphia, New York and other points. In the cases complained of, Paine Bros. shipped the cargoes by lake to Buffalo and the rail rate from thence to destination is alleged to be unreasonable.

The Interstate Commerce Commission will hold another meeting at Chicago September 21 to investigate grain rates. After scraping the surface rubbish off of the pile of evidence it collected at the August hearing, it found a condition of rotten discrimination that was alarming. The public elevator men of Chicago who are operating railroad houses may also be called upon to tell a thing or two. Eventually, the commission may succeed in securing fair and equitable rates for all shippers. It is earnestly trying and merits all the help grain shippers can give it.

REDUCING ELEVATOR CASUALTIES.

So many grain shovelers have recently lost their lives in the bins of Buffalo elevators that a coroner's jury recently recommended that men be provided with strong ropes whenever sent into the bins. This is a very good recommendation, but a still better plan would be to hang a rope or wire down the center of each bin; then, if anyone fell in or was caught by the suction due to grain being withdrawn from the bin, he could save himself by grasping the wire.

Such an arrangement might not save children, but, as we have stated before, the way to protect them from the dangers of the elevator is to keep them out. It is criminal negligence knowingly to permit them to come in contact with the dangers that claim several victims each month.

The loss of life in elevators is as great as in flour mills, where much dangerous machinery is exposed, and this is due almost entirely to the carelessness of those who do not appreciate the dangers of a grain elevator. In the cause of suffering humanity some measures should be taken to warn and protect everyone against these dangers.

WHO SHALL BE ADMITTED TO MEMBERSHIP?

No trade of importance, except the grain trade, is without a national association, as well as state and local associations, and in no trade where all these associations exist is there any friction between the different organizations. All work in harmony, and frequently help one another. It would not be otherwise in the grain trade. The local associations will profit by the organization of a strong national association, which can handle matters of national importance effectively.

There is no necessity of limiting the membership in the association to those who are members of local organizations. It would be a very narrow policy and prove a very expensive one, because it would deny the association the support of thousands of regular dealers who live in districts where there are no local organizations.

Scalpers and irregular dealers must be denied membership; the admission of commission men should be thoroughly discussed and well considered before any action is taken. Public elevator men at grain centers are not lawful dealers in some states, hence all such should be barred, but there seems to be no objection to admitting private elevator men, who have many interests in common with the regular country dealer. The established agents of dealers operating at more than one station will also want to join and will exchange a hearty support for the benefits conferred.

In the past some elevator owners, in their haste and eagerness to strike a blow at the irregular dealers, have failed to discriminate between the regular dealer who has no elevator, but carries on his business continuously at the same station, and the scalper, who runs about buying wherever he can and whenever there is a rush of grain to market. Some of the railroads (notably the Lake Shore & Michigan Southern) operate elevators for receiving and shipping bulk grain at country stations, just as

the charter of each one requires it shall do, and at such stations are dealers regularly engaged in buying and shipping grain who are entitled to membership, if anyone is. The support of such dealers will surely prove valuable to the association, for they have many interests in common with the elevator owners.

Any man or firm continuously engaged in the buying and shipping of grain at any station for the period of one year should be considered regular and admitted to membership.

CIVIL SERVICE RULES FOR CHICAGO INSPECTORS.

The Chicago Board of Trade has a committee at work drafting a bill to be presented at the next session of the Illinois Legislature, which shall provide for the placing of the employes of the Chicago grain inspection department under civil service rules. The Illinois Grain Dealers' Association has declared in favor of such an amendment to the grain inspection laws and will lend its assistance to secure the much-needed legislation.

If the law fails to provide that all the state grain inspection departments shall be placed under civil service rules it will fail of its purpose. The state departments outside Chicago in Illinois are not of as great importance now, but they are growing. If civil service is such a good thing for large departments there is no reason why small departments would not be benefited by it.

The Chicago Receivers' and Shippers' Association has got awake again and has issued a letter to grain dealers, calling attention to the Board's rule which requires commission merchants and purchasers on the Chicago market to furnish a public certificate of weight when Chicago weights are the basis of settlement. There is some satisfaction in knowing that the Association has not forgotten the existence of the rule, and we trust that it will secure its enforcement.

AN EPIDEMIC OF SWINDLING.

A few months ago, before the authorities got after them, something like eighty bogus commission firms were doing business (if plain, unadulterated swindling can be so called) in the city of Chicago. Thanks to the crusade which was inaugurated against them, something like fifty firms have disappeared. Probably a score of shady concerns are still doing business, varying in quality from ordinary swindling to bucket shopping. Some of the principals are under arrest, and a particularly strong case has been made out against them. Their cases will be pressed and no doubt several of them will serve as an object lesson to the rest of the fraternity of green goods men.

It is impossible to estimate the amount of money which has been drained into the coffers of the bogus commission men in the past two years. One thing is certain. Every dollar sent was more than wasted. It not only went into the pockets of the bogus commission men, but added to the depression of grain prices. It is well known that the "country," so-called, furnishes a large share of the bull sentiment. When this sentiment is backed by buying orders on

the Board of Trade, it influences prices. We might cite the example afforded eighteen months ago. If this sentiment finds expression only in orders to bucket shops or bogus commission men, it is absolutely lost as a market factor. Were there no bucket shops, we doubt not that the price of grain would be several cents higher as a regular thing.

The Civic Federation of Chicago has hold of the prosecutions in Chicago. We only need add that John Hill Jr. is pushing the case against the Chicago crowd of big and little swindlers. And if any of our readers are cognizant of the doings of any of these shady concerns we will be pleased to hear from them in order that the matter may be placed in proper hands. If you receive any circulars or letters let us have them. Every man should be interested as a good citizen in driving the horde of swindlers out of business; or at least prevent them from stealing the livery of honest business in which to work their brace games.

The respect which corn formerly commanded down in Georgia has received a death blow, wielded by a singing school professor, who offers to give ten singing lessons for a bushel of corn. There is no objection to corn being used as a medium of exchange, but when it comes to attempting to establish a ratio of value between it and singing lessons of 10 to 1, it is time to call a halt. The grain trade cannot afford to permit Uncle Sam or anyone else to attempt to establish a ratio at such great variance from the ratio between the real values.

If we can believe the New York newspapers (and we don't mean to insinuate that they are any more unreliable than other newspapers) a great scheme for cheap transportation has been incubating and is on the eve of accomplishment. An English syndicate has secured the Erie Canal electric franchise, and this is said to be only a part of a plan which contemplates shipping grain from the Northwest to Liverpool and Europe at a minimum of cost. Only one transfer is to be made, and that will be in New York harbor without the necessity of elevator storage at all. Rail freights will be eliminated altogether and slow haulage by mules through the canal will be superseded by the electric motor. Grain will be taken from Duluth and Chicago by means of steel canalboats like the six that were built at Cleveland last year. Buffalo elevators will be ignored and the boats will go straight down the canal to New York. There a floating elevator will render it possible to load upon ocean steamers without any other intermediary. Of course this plan will have the hearty coöperation of the trunk lines and especially of the New York Central, which will do all it can to help it along—to disaster. It is intimated that the movement is in strong hands, strong enough to fight the Vanderbilts and the Buffalo and New York elevator interests. If that be the case, a pretty fight will be witnessed. The New York Central has the carriage of grain down to a fine point, for a railroad. It can put up a very nice battle; but fighting the canalboat owners and fighting a big aggregation of capital are two different birds of war.

A NATIONAL ASSOCIATION ASSURED.

The prompt response of grain dealers to our solicitation for declarations in favor of organizing a National Association of Grain Dealers is decidedly encouraging, and we trust that before our next number is in the press we will have received declarations from several hundred more regular dealers, who feel the need of making a united effort to lift the trade up out of the mire.

A well organized, well managed National Association could secure many things for the asking, which dealers and small associations could not get by fighting for. A National Association would represent so much power that few would care to antagonize it, and many of the impositors, many of the abuses which now cause the regular dealer much trouble and heavy losses would quickly bow obeisance.

With power to divert even a little freight it could make traffic managers dance a quickstep to its song for fair and equitable rates for all members.

With even a fair membership it could stop the docking of receipts at central markets for future shrinkage or for profit, and could force the inspectors at terminal markets to regulate the discounting of off-grade grain by the quality of the grain instead of by the quantity of the aggregate receipts, as seems to be done in some of the markets at present.

Prompt delivery of strong cars, in good condition, when ordered, and prompt delivery of all grain shipped are of great importance to all shippers and would prevent many losses now suffered. A reciprocal demurrage charge and a clean bill of lading would remedy these abuses and make light the hearts of grain dealers in all parts of the country.

An up-to-date list of commission men and buyers who patronize scalpers and irregular shippers could be kept by the Secretary; also the names of members reporting against each firm on the list. By revising the list and sending a copy to each member every month, the Association's patronage could be diverted to the friends of the regular dealers, and the scalpers driven from the business.

Railroad companies which are now charging elevator men a yearly lease for the privilege of acting as local freight agent for bulk grain might be induced to pay the elevator man a yearly salary based upon the number of bushels of grain loaded into its cars.

These are only a few of the reforms which could easily be brought about by a National Association. There are many others that would bring relief to every dealer and could easily be secured by a national organization. Such an organization would receive much more recognition at Washington than a local or state association, and could secure legislation favorable to the domestic and foreign trade that otherwise could not be obtained.

Before a meeting is held to take any formal action on organization there should be an exchange of opinions regarding the work, so that some idea can be gained of all that is needed. When writing us, we would be pleased to have dealers designate their choice as to place for the first meeting.

EDITORIAL MENTION

The National Hay Association has been incorporated in New York state.

Sign the published declaration in favor of a national association or state why not.

The bull who predicted dollar wheat now says he meant a bushel would sell for a Mexican dollar.

Kansas is sending corn to Old Mexico by the trainload, and still has some left to depress domestic markets with.

Clean your grain and seeds before shipment and save freight on the dirt as well as get a better price for what you ship.

Now is an auspicious time for you to declare in favor of a national association of grain dealers. At least favor the trade with your views on the subject.

The barley grading at all the central markets is just as unreliable, just as useless as ever, yet shippers continue to pay for it, and that, too, without kicking.

Where shall the first meeting of the Grain Dealers' National Association be held? Send in your votes and the result will be announced in the October number.

A Kansas City concern engaged in manufacturing farm implements advertises a "Walking Tongue Cultivator." This must be an automatic political talking machine.

That predicted car famine of unprecedented size did not materialize. The rail carriers had so little other freight that they were able to take care of the corn without much trouble.

The case of Suffern, Hunt & Co. of Decatur, Ill., against the Indiana, Decatur & Western Ry. Co. is set for a hearing before the Interstate Commerce Commission at Chicago, September 18.

The poor quality of grain and the unreliable work of the inspectors is said to have discouraged track buyers and made business good for the receivers. The grading of no new grain seems to be very satisfactory at present.

Grain exports from Atlantic ports are still large and the grain space in ocean vessels has been engaged far ahead. The tight money market seems to be forcing much grain abroad that otherwise would not go at present prices.

The Chicago commission man who advises farmers to ship their grain and ignore the country buyer does not fail to tell them in the same breath to ship it to his firm. Of late he has been sending out much free advice of this nature in the Journal, and this is said to have caused an

unusual demand for salt among its readers. Most of them take more than a grain of salt with it.

At last the San Francisco Produce Exchange has abandoned the ton and hereafter will trade in centals. It is difficult to understand why this was not done long ago. The use of the cental simplifies the business and greatly reduces the office work.

The grain trade is full of anomalies, at times. An English wheat dealer visiting in Chicago a few days ago told how he had just resold to a Russian dealer a cargo of wheat recently bought, but not shipped, at an advance of five cents per bushel.

Unless we mistake the meaning of what seems unmistakable English, the statistician of the Agricultural Department admits that the department has no figures of yield per acre as the basis for 100 per cent. of condition. What is the par of condition, anyhow?

There is so much linseed oil on hand that some of it seems to have got onto the market toboggan slide and the price of flaxseed slipped down to the unprecedented figure—64½ cents. The present crop seems to have started in with a firm determination to enjoy a round at breaking price records.

The grain dealers of Pekin, Ill., are reported to be engaged in a spirited contest to determine who can continue longest to pay more for grain than the prices ruling in central markets warrant. The farmers enjoy such exhibitions of foolishness, despite the fact that dealers are frequently ruined by it.

The Board of Railroad Commissioners of Kansas have a case against the Santa Fe of excessive charges on corn from Kansas points to Galveston and other points in Texas and Louisiana. This will come up for hearing before the Interstate Commerce Commission at Kansas City on September 24.

A commission man who for a short time was doing business in New York under the style of Geo. J. Tragidis & Co., has gone away without remitting or even sending account of sales to his favored shippers. His offerings were very flattering, but the only thing he has left for the shippers is a large number of unpaid bills.

Shortages in shipments to Chicago are again getting large and it will soon be necessary for the shippers to force the receivers to get out their reform club and use it upon the elevator men. If the public weighmaster would change his weighmen about from house to house frequently it might have a tendency to reduce the shortages.

The Superior Board of Trade has its inspection and weighing departments at work, and, according to reports from that city, the work is progressing very smoothly. The Minnesota standards and rules for grading have been adopted verbatim, with the exception that No. 1 Hard will be known as Superior-Dakota 1 Hard, and No. 1 Northern as Superior-Dakota 1 Northern. The change is meeting with con-

siderable opposition from the elevator men and the Duluth Board of Trade.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri has held another meeting and continues to gain new members. Every regular dealer of its territory should join promptly and help along the good work.

Suggestions for a constitution and by-laws for a grain dealers' association are presented in this number. This part of the work of organizing should be discussed and some definite idea of the needs in this line arrived at before a meeting is held.

Along with Argentina's expansion as a grain country have come other things. The last census (taken last year) shows that Argentina has 44 breweries, 108 distilleries and 532 flour mills. The number of distilleries strikes us as pretty large for a country with only 4,000,000 people; but then they are not so large as the Peoria concerns.

The Grain Shippers' Association of Northwest Iowa is organizing a mutual fire insurance company and will soon be prepared to supply its members with reliable fire insurance at a low rate, as well as transportation at a reasonable rate. Its limit for good work has not been reached and new ways to advance the common interests of members will soon be found.

Millers are paying a premium of one cent a bushel for No. 2 spring wheat and four to four and a half cents premium for winter wheat. The public elevator men are still determined to make wheat earn carrying charges for their houses. By selling direct to the millers country shippers might secure a part of this premium and prevent their shipments being docked for future shrinkage.

Exasperated by the existing discrimination in grain rates against their city, 32 grain firms of Kansas City have filed suits in equity in the United States Circuit Court at Topeka against the Santa Fe and the Missouri Pacific railways, asking the court to declare the present rates on grain from Kansas points to Kansas City to be unjust and discriminative and to issue a temporary injunction restraining the roads from continuing to enforce the rates. The rates from several points to Kansas City are higher than to St. Louis and out of all proportion to the Chicago rates existing since the grain rate war started.

According to the last report of the Bureau of Statistics, breadstuffs exported during August were valued at \$13,854,311, against an amount valued at \$9,571,974 exported in August, 1895; and the exports during the eight months ending August were valued at \$95,349,290, against \$73,085,790, and during the two months ending August \$26,268,279, against \$18,072,887, during the corresponding period of the previous season. During August 6,693,004 bushels of wheat were exported, against 4,243,997 bushels in August, 1895; and during the two months ending August 8,023,465 bushels were exported, against 5,553,463 bushels in the two months ending August, 1895. Corn exported amounted to 9,428,939, against 4,658,578 bushels in August,

and 14,334,180 against 8,553,435 bushels during the two months ending August. Other grains exported in the two months ending August, compared with the same two months of 1895, were: Rye, 993,349, against 162 bushels; oats, 9,084,436, against 795,159 bushels; barley, 2,754,424, against 790,160 bushels. In the same two months were exported 2,817,313, against 1,997,783 barrels of flour, 5,096,215, against 5,083,055 pounds of oatmeal, 47,738, against 38,247 barrels of cornmeal for the two months ending August, 1895.

When S. G. Rosekranz, the well-known Chicago bear, died some time ago, a great deal of comment was made over the comparatively insignificant estate he left. Rosekranz was reputed wealthy and yet his executors found only a flat building and \$13,000 in cash. His business methods were remarkable in one respect; he always settled with cash instead of checks, and was not known to keep any bank account. And now the story has got out that \$500,000 of his money has been found in a safety deposit vault in Chicago. The story seems entirely probable, as Rosekranz was reputed to be worth at least half a million.

At some stations in Central Illinois the quality of the oats is so very poor that dealers will not buy them at any price, but are shipping them for the farmers. Most of the oats of that section seem to have been badly damaged by rain, and the grading at central markets has varied so much that shippers have quit shipping on their own account. If the farmers of several states could be induced to grow bicycle spokes instead of oats they would get more out of their land and the other growers could get enough to pay the freight on their oats. The price of over-production is not always nothing, but in the case of oats it is surely next door to it this season. If the reciprocal trade treaty law was still in effect we could find markets that would admit our corn and oats on favorable terms and thus relieve in a measure the depression existing in our home markets.

Something over a year ago a young man living down in Indiana concluded he wanted to speculate. He had a good deal of money for a young man and concluded to come to Chicago. He brought some of his money with him. He met a man who claimed to be a member of the Chicago Board of Trade and knew all about the markets. He entrusted his money to him to invest in wheat and went home. Pretty soon the Chicago broker wanted some more money and it was forthcoming. Then some more. Finally, when the young man had parted with \$14,500 he suddenly thought it would be a good plan to look up his broker's standing. He investigated and found that his broker had never been a member of the Chicago Board, but was a bucket shopper. Accordingly, he had the broker arrested. The morals in this brief story lie on the surface thick as hailstones. There is only one of them particularly pertinent. Why on earth did he not do his investigating before instead of after investment? Why will the most suspicious people in the world take some things entirely on faith, and things so easily investigated, for instance, as membership in a Board

of Trade? Will the men who live off the gullibility of others ever grow less numerous or less voracious so long as the crop of suckers is so large and so anxious to bite?

The name of J. Pierrpont Morgan is one that brings up visions of financial solidity. The bogus brokers found it a pretty good name to conjure with at the New York end of their game, and accordingly sent out circulars signed by "James P. Morgan & Co.," "W. P. Morgan & Co.," "J. E. Morgan & Co." and several other Morgans. They represented themselves as "bankers, bond dealers and bullion brokers;" and, of course, their purpose was to convey the idea that the circular emanated from J. P. Morgan & Co., one of the best known firms in the financial world. One of the games that was worked from the New York end under the name of the various "Morgan" firms was an offer to sell calls in any amounts on silver bullion or gold. The pamphlet issued shows how the investor would win, whether Bryan or McKinley were elected. They relied upon the inability of the reader to see the enormous losses that the scheme would saddle on the generous Morgans. How successful this brazen scheme was we are unable to say; but considering the political excitement, financial uneasiness and the names selected as bait, it was well calculated to deceive. The name of Tallman & Co. also seems to have been selected from its resemblance to the New York banker, Thalman.

Grain Dealers' Associations.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coou, Elmwood.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, Loudon; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

GRAIN DEALERS' ASSOCIATION OF SOUTH-WESTERN IOWA AND NORTHWESTERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanschoiack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

FLAXSEED.

With flaxseed selling lower than ever before, and the difference between it and wheat at only 10 cents, there has been much discussion as to the causes and the prospects for the future. Charles Dickinson, of the Albert Dickinson Co., in an interview last month, said:

"The bulk of the Southwestern crop has been marketed within the last month. It is largely on its way to the foreign market, leaving some of the old crop in store at Duluth and Chicago. There is an excellent crop in the Northwest, and there is a beginning of a free movement. It is grading much better than for some time back. From the time ex-

ports began in the spring there has been shipped or contracted for 2,500,000 bushels to 3,000,000 bushels. The crop of last year was unquestionably between 18,000,000 bushels and 20,000,000 bushels. The usual requirements of America are from 12,000,000 bushels to 14,000,000 bushels. The present crop bids fair to be three-fourths to four-fifths as large, so there will again be a surplus for shipment. The tight money market has prevented the crushers from buying their usual supply. Oil has been accumulating, but oil cake has been in better demand on account of a short fodder crop in Great Britain. The present movement will continue with good weather. The acreage is 10 to 20 per cent. less than last year. In Argentina there has been an export of 9,000,000 bushels, against 11,000,000 bushels the year before. India has exported 5,000,000 bushels more than last year, but is not yet up to the average. The Russian export has been over 17,000,000 bushels, against 9,000,000 bushels the previous year. The present prices are lower than ever before known. America is not usually an exporter. In 1894 it was the reverse, and 3,000,000 bushels were imported. It is the surplus and the tight money market which allows it to go abroad."

Trade Notes

B. S. Coustant Co., Bloomington, Ill., sends us quite a list of sales, and is expecting a good fall trade.

The Fountain Machine Co. has been organized at Cincinnati, Ohio, to manufacture gas and gasoline engines. Emil Hilstach of Cincinnati, Ohio, is a large shareholder.

The Detroit Gas Engine Co. of Detroit, Mich., has filed articles of incorporation, with a capital stock of \$100,000, and will erect a large plant for the manufacture of gas engines, motors, etc. The stockholders are John B. Hicks, John W. Welch of New York, Wm. V. More and Duncau Symington.

The Stilwell-Bierce & Smith-Vaile Co. of Dayton, Ohio, is making arrangements to establish a branch house in Baltimore. The business at Atlanta, and through the Southwest has been very large of late, and owing to the increasing importance of this trade, the company has decided to open a house in New Orleans for the Southwest, and move the office at Atlanta to Baltimore. J. W. Taylor, who has been for a long time the manager of the Atlanta office, will remove to Baltimore, and will have charge of the territory from New Jersey to the Mississippi line.

The firm of J. J. Blackman & Co., commission merchants at 95 Broad street, New York, well known to many of our readers, has been dissolved. Mr. Blackman continues the business and has associated himself with L. E. Bunker, of 274 Washington street, New York, in the business of handling grain, hay, flour, mill feed, seeds, etc., on commission. September 1 marked Mr. Blackman's entrance upon his thirty-third consecutive year in the trade on the New York market. He confines himself strictly to a commission business as heretofore, believing that is the true way of best serving the interest of patrons.

Elevator owners are more and more seeing the advantages of having their houses sheathed in metal. Not only is it a protection against locomotive sparks and other outside fire hazards, but the hazard from lightning is no small matter with elevators. The elevator is generally high and is a shining mark for an electrical discharge. It is said that a metal clad building is protected absolutely against lightning. But there are plenty of other advantages that may be cited, and which are within the reach of all through the cheapening of all forms of iron and steel work. The Sykes Steel Roofing Co. of 611 South Morgan street, Chicago, is a large manufacturer of roofing, corrugated iron, etc., and will be pleased to place its knowledge, experience and facilities at the disposal of those who have requirements in its line. It solicits correspondence from interested parties.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since August 15 has been as follows:

August.	No. 2 R.W. WHT.		No. 2 S.P. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3+ BARLEY		No. 1+ FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....					22 1/4	22 1/4	16	16 1/4	29 1/2	30	26	34	67 1/4	67 3/4
16.....														
17.....			54	54	22	22 1/4	16 1/4	16 1/2	30	30	20	34	66	66
18.....			54 1/4	54 1/4	22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	27	35	66	66
19.....					22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	23	34	66	66
20.....	60 1/2	60 1/2			22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	30	33	66 1/2	66 1/2
21.....			55 1/4	55 1/4	22 1/4	22 1/4					25	35	66 1/2	66 1/2
22.....			56	56	22 1/4	22 1/4	17	17	31	31	27	35	66 1/2	67
23.....														
24.....	61 1/2	61 1/2	57	57	22 1/4	22 1/4	16 1/2	17 1/4	31 1/2	31 1/2	24	32	67 1/2	68
25.....	60 1/2	61 1/4	56 1/2	57	21 1/4	22 1/4	16	16 1/2	31 1/2	31 1/2	25	33	67 1/2	67 1/2
26.....			55 1/2	55 1/2	21 1/4	21 1/4	16	16 1/2	32	32	21	30		
27.....	60	60	56	56	20 1/2	20 1/2	15 1/2	16	31 1/2	31 1/2	22 1/2	34	66 1/2	66 1/2
28.....			56 1/2	56 1/2	20 1/2	20 1/2	15 1/2	16 1/2	32	32	23	30	65 1/2	66
29.....	60 1/4	61	57	57	20 1/2	21	16	16 1/2	31 1/2	31 1/2	22	31	64 1/2	65
30.....														
31.....	60 1/2	60 1/2	56 1/4	56 1/4	20 1/2	21	15 1/2	16 1/4	31	31	22	32	63 1/2	63 1/2
Sept. 1.....			56 1/4	56 1/4	20 1/2	20 1/2	15 1/2	16	30 1/2	30 1/2	22	32	63 1/2	63 1/2
2.....	59	59			20 1/2	20 1/2	15 1/2	15 1/2	30 1/2	30 1/2	22	32	63 1/2	64 1/2
3.....	60	60	56	56	20 1/2	20 1/2	15 1/2	16	30 1/2	30 1/2	21	31	64 1/2	66
4.....			56	56	20	20 1/2	15 1/2	15 1/4	30 1/2	30 1/2	21	31	64 1/2	65
5.....														
6.....	59 1/2	60	56	56	19 1/2	20 1/4	14 1/2	15	31	31	21	33	64 1/2	65 1/2
7.....														
8.....	58	59 1/4	55 1/2	55 1/2	19 1/2	20	14 1/2	14 1/2	30 1/2	31	20	32	63 1/2	64
9.....	60	60			19 1/2	20 1/2	15 1/2	15 1/2	31	31 1/4	21	32	63 1/2	64
10.....	59 1/2	60	55	56	20	20 1/4	15 1/2	15 1/2	30 1/2	30 1/2	21 1/2	29	65	65 1/2
11.....			57	57	20 1/4	20 1/4			31	31	23	30	64 1/2	65 1/2
12.....					21	21 1/4	16	16 1/4	31 1/2	31 1/2	26	30	64 1/2	65
13.....														
14.....	62	62	57 1/2	58	21	21 1/4	16	16	31	31	23	31	64	64 1/2
15.....														

*Holiday. †Free on board or switch. ‡On track or to go to store.

During the week ending August 15 Prime Contract Timothy sold at \$2.80@3.00 per cental, Prime Contract Clover Seed at \$7.00@7.30, Hungarian at \$0.50@0.60, German millet at \$0.50@0.60, buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending August 22 Prime Contract Timothy sold at \$2.65@2.80 per cental, Prime Contract Clover Seed at \$6.50@7.30, Hungarian at \$0.40@0.60, German millet at \$0.40@0.60, buckwheat at \$0.70@0.90 per 100 pounds.

During the week ending August 29 Prime Contract Timothy sold at \$2.60@2.70 per cental, Prime Contract Clover Seed at \$6.15@6.50, Hungarian at \$0.40@0.50, German millet at \$0.40@0.50, buckwheat at \$0.70@0.85 per 100 pounds.

During the week ending September 5 Prime Contract Timothy sold at \$2.50@2.70 per cental, Prime Contract Clover Seed at \$5.75@6.50, Hungarian at \$0.40@0.55, German millet at \$0.40@0.55, buckwheat at \$0.70@0.85 per 100 pounds.

During the week ending September 12 Prime Contract Timothy sold at \$2.55@2.60 per cental, Prime Contract Clover Seed at \$5.50@5.60, Hungarian at \$0.40@0.60, German millet at \$0.40@0.60, buckwheat at \$0.75@0.85 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the ten weeks ending September 5, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	5,878,000	4,521,000	6,157,000
Toledo.....	2,621,000	2,838,000	8,834,000
Detroit.....	892,000	808,000	1,756,000
Kansas City.....	2,232,000	1,531,000	3,568,000
Cincinnati.....	329,000	249,000	342,000
Winter.....	11,952,000	9,947,000	20,657,000
Chicago.....	6,465,000	2,440,000	14,085,000
Milwaukee.....	2,091,000	1,469,000	1,143,000
Minneapolis.....	7,326,000	6,217,000	6,188,000
Duluth.....	11,565,000	5,355,000	6,099,000
Spring.....	27,417,000	15,481,000	27,515,000
Total, bus. ten weeks.	39,369,000	25,428,000	48,172,000

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of August, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	5,294,627	2,379,318	5,645,087	3,105,565
Corn, bushels.....	68,048		58,587	
Oats, bushels.....	625,070	12,415	686,991	67,407
Barley, bushels.....	307,874	42,400	363,085	1,315
Rye, bushels.....	149,682	36,613	146,130	
Grass seed, pounds.....				
Flaxseed, bushels.....	166,705	9,924	833,215	
Flour, barrels.....	700,453	486,030	977,775	961,370
Flour production Duluth and Superior.....	404,520	393,825		

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of August, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	325,780	3,401	268,293	4,384
Corn, bushels.....	2,002,644	283,791	1,397,057	190,069
Oats, bushels.....	115,932	134,405	20,415	13,020
Rough Rice, sacks.....	77,895	53,672	45,055	57,616
Clean Rice, barrels.....	404		10,677	13,617
Flour, barrels.....	63,988	52,758	39,902	12,958

Following is Secretary Smith's account of the movement of rice to September 1. The season begins August 1:

Rough rice in sacks: Receipts since August 1, 77,805 in 1896, 53,672 in 1895. Distribution since August 1, 45,655 in 1896, 57,616 in 1895. Total stock in first and second hands August 1, 83,223 in 1896, 45,469 in 1895; September 1, 115,373 in 1896, 41,525 in 1895.

Clean rice in barrels: Receipts since August 1, 404 in 1896, none in 1895. Sales since August 1, 10,677 in 1896, 13,617 in 1895. Total stock in first and second hands, No. 1, September 1, 5,942 in 1896, 5,240 in 1895; August 1, 5,256 in 1896, 2,793 in 1895; No. 2, September 1, 1,029 in 1896, 1,334 in 1895; August 1, 916 in 1896, 389 in 1895.

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of August, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	2,936,236	2,285,548	566,563	512,717
Corn, bushels.....	4,028,020	724,124	3,564,284	641,254
Oats, bushels.....	1,021,052	1,164,300	242,821	318,870
Barley, bushels.....	2,250	650	2,472	
Rye, bushels.....	26,044	16,198	6,460	9,970
Hay, tons.....	21,214	19,590	7,582	6,488
Flour, barrels.....	127,511	79,216	184,224	195,907

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of August, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	1,140,967	726,767	869,589	594,378
Corn, ".....	16,326	12,590	1,293	2,053
Oats, ".....	36,660	57,317	1,643	868
Barley, ".....	1,025,783	335,870	611,339	124,022
Rye, ".....	3,828	688	28	
Flaxseed, bushels.....	2,663	1,182		
Hay, tons.....	20,947	18,948	332	
Flour, barrels.....	90,000	81,874	118,007	60,666

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of August, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,109,500	1,511,400	488,900	1,027,700
Corn, bushels.....	185,500	307,400	62,400	333,700
Oats, bushels.....	126,900	106,000	3,600	225,800
Barley, bushels.....		11,600		
Rye, bushels.....	53,600	60,800	115,000	4,400
Clover Seed, bags.....				
Flour, barrels.....	6,495	7,054	194,865	89,514

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during August, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.		Clover lbs.		Other Grass Seeds, lbs.		Flax-seed, bu.		Broom Corn, lbs.		Hay, tons.	
	1896.	1895.	1896.	1895.	1896.	1895.	1896.	1895.	1896.	1895.	1896.	1895.
1896.....	8,309,435	314,682	235,765	1,647,158	682,405	17,582						
1895.....	15,423,713	153,455	119,411	1,092,287	387,650	26,706						
Shipments.....												
1896.....	6,585,463	175,204	1,218,339	1,060,320	492,333	2,492						
1895.....	8,781,383	207,480	419,324	568,244	546,036	3,756						

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of August, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	270,260	129,600	188,400	111,100
Corn, bushels.....	1,008,800	1,204,325	341,800	606,600
Oats, bushels.....	1,634,250	1,914,650	1,122,650	1,746,750
Barley, bushels.....	20,200	11,200	10,900	11,900
Rye, bushels.....	12,600	4,200	3,000	4,800
Mill Feed, tons.....	344	706	2,782	3,742
Seeds, pounds.....	210,000	310,000	229,280	110,000
Broom Corn, pounds.....	30,000	30,000	60,000	30,000
Hay, tons.....	970	2,170	340	840
Flour, barrels.....	61,000	19,595	47,550	20,850
Spirits and Liquors, bbls.	975	989	19,306	13,214
Syrup and Glucose, bbls.	805	947	28,720	24,293

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of August, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	6,098,575	3,641,103	2,283,817	1,247,866
Corn, bushels.....	7,820,071	5,650,618	604,546	369,647
Oats, bushels.....	4,812,832	2,109,190	1,665,645	729,088
Barley, bushels.....	821,000	20,000	136,991	

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of August, 1896, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.			No G'de.
	2	3	4	2	3	4	2	3	4	
C. B. & Q.	2	2	3	41	248	54	218	197	207	
C. R. I. & P.	2	2	3	38	383	23	69	103	50	
Chicago & Alton	2	2	3	21	86	12	80	183	188	
Illinois Central	2	2	3	8	20	15	56	123	78	
Freeport Div., I. C.	2	2	3	8	20	15	56	123	78	
Galena Div., C. & N. W.	2	2	3	8	20	15	56	123	78	
Wis. Div., C. & N. W.	2	2	3	8	20	15	56	123	78	
Wabash	2	2	3	8	20	15	56	123	78	
C. & E. I.	2	2	3	8	20	15	56	123	78	
C. M. & St. P.	2	2	3	8	20	15	56	123	78	
Wisconsin Central	2	2	3	8	20	15	56	123	78	
Chicago & Great West.	2	2	3	8	20	15	56	123	78	
A. T. & S. Fe.	2	2	3	8	20	15	56	123	78	
E. J. & E.	2	2	3	8	20	15	56	123	78	
Through and special	2	2	3	8	20	15	56	123	78	
Total each grade	5	8	3	182	1001	161	735	1004	733	
Total winter wheat	5	8	3	182	1001	161	735	1004	733	

* No grade.

SPRING WHEAT.

Railroad.	Colorado.		Northern.		2		3		4		No Grade.		White.		Mixed.	
	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3
C. B. & Q.	2	2	2	2	26	218	12	1	2	8	1	2	8	1	2	8
C. R. I. & P.	2	2	2	2	13	97	19	1	2	8	1	2	8	1	2	8
Chicago & Alton	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Illinois Central	2	2	2	2	61	2	2	2	2	2	2	2	2	2	2	2
Freeport Div., I. C.	2	2	2	2	223	99	4	2	2	2	2	2	2	2	2	2
Galena Div., C. & N. W.	2	2	2	2	46	3	2	2	2	2	2	2	2	2	2	2
Wis. Div., C. & N. W.	2	2	2	2	419	33	7	2	2	2	2	2	2	2	2	2
Wabash	2	2	2	2	8	1	1	1	1	1	1	1	1	1	1	1
C. & E. I.	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
C. M. & St. P.	2	2	2	2	6	1	1	1	1	1	1	1	1	1	1	1
Wisconsin Central	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Chicago & Great West.	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
A. T. & S. Fe.	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
E. J. & E.	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Through and special	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Total each grade	9	57	1078	170	16	2	8	1	1	1	1	1	1	1	1	1
Total spring wheat	9	57	1078	170	16	2	8	1	1	1	1	1	1	1	1	1

CORN.

Railroad.	Yellow.		White.		2		3		4		No Grade.	
	2	3	2	3	2	3	2	3	2	3	2	3
C. B. & Q.	451	67	193	56	1,878	367	256	146	146	146	146	146
C. R. I. & P.	409	119	86	37	2,753	1215	269	105	105	105	105	105
Chicago & Alton	180	62	52	23	269	121	92	16	16	16	16	16
Illinois Central	382	90	79	29	157	72	8	5	5	5	5	5
Freeport Div., I. C.	76	17	2	1	54	36	13	2	2	2	2	2
Galena Div., C. & N. W.	275	95	12	3	268	79	78	5	5	5	5	5
Wis. Div., C. & N. W.	99	13	147	9	77	14	34	17	17	17	17	17
Wabash	87	8	85	5	43	9	5	1	1	1	1	1
C. & E. I.	299	27	13	2	1,334	178	35	7	7	7	7	7
C. M. & St. P.	76	2	18	...	610	25	10	18	18	18	18	18
Wisconsin Central	95	77	69	40	760	1046	179	209	209	209	209	209
Chicago & Great West.	341	128	97	11	1,373	482	167	109	109	109	109	109
A. T. & S. Fe.	143	27	8	1	402	93	67	100	100	100	100	100
E. J. & E.	143	27	8	1	402	93	67	100	100	100	100	100
Through and special	143	27	8	1	402	93	67	100	100	100	100	100
Total each grade	2,913	732	861	217	9,978	3737	1233	740	740	740	740	740
Total corn	2,913	732	861	217	9,978	3737	1233	740	740	740	740	740

OATS AND RYE.

Railroad.	OATS.					RYE.				
	White.			2		2			3	
C. B. & Q.	26	359	44	390	117	36	48	9	9	9
C. R. I. & P.	29	356	13	552	165	21	23	2	2	2
Chicago & Alton	8	10	11	255	169	9	2	6	6	6
Illinois Central	23	56	65	1186	168	12	12	4	4	4
Freeport Div., I. C.	247	220	13	93	6	4	1	1	1	1
Galena Div., C. & N. W.	258	612	76	168	9	25	16	1	1	1
Wis. Div., C. & N. W.	34	135	38	...	277	6	8	3	3	3
Wabash	8	37	24	410	49	13	16	1	1	1
C. & E. I.	291	476	50	212	16	49	7	1	1	1
C. M. & St. P.	24	15	37	60	1	4	3	1	1	1
Wisconsin Central	16	26	28	129	50	4	4	1	1	1
Chicago & Great West.	69	105	5	49	17	1	3	1	1	1
A. T. & S. Fe.	56	134	5	60	30	25	9	3	3	3
E. J. & E.	56	134	5	60	30	25	9	3	3	3
Through and special	56	134	5	60	30	25	9	3	3	3
Total each grade	1089	2764	428	4045	1074	211	153	29	29	29
Total oats and rye	1089	2764	428	4045	1074	211	153	29	29	29

* White Clipped.

BARLEY AND TOTAL GRAIN RECEIPTS.

Railroad.	BayBrewing.		Chevalier.		2		3		4		5		No Grade.		Total No. Cars all Gr'n by Roads	
	3	3	2	3	4	5	6	7	8	9	10	11	12	13	14	15
C. B. & Q.	1	12	6	1	...	...	...	...	...	...	...	...	...	...	...	...
C. R. I. & P.	50	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago & Alton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Illinois Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Freeport Div., I. C.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Galena Div., C. & N. W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wis. Div., C. & N. W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wabash	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C. & E. I.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C. M. & St. P.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wisconsin Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago & Great West.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
A. T. & S. Fe.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
E. J. & E.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Through and special	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total each grade	5	293	135	10	7	35,830	450	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830
Total barley	5	293	135	10	7	35,830	450	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830
Total grain, cars	5	293	135	10	7	35,830	450	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830	35,830

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 12, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany		25,000	75,000		
Baltimore	1,341,000	1,371,000	195,000	78,000	
Boston	1,085,000	490,000	202,000		
Buffalo	1,392,000	380,000	174,000	80,000	291,000
do. afloat.					
Chicago	13,188,000	4,366,000	1,703,000	365,000	55,000
do. afloat.					
Cincinnati	8,000	2,000	15,000	4,000	14,000
Detroit	466,000	14,000	33,000	26,000	
Duluth	5,864,000	12,000	211,000	249,000	159,000
do. afloat.					
Indianapolis	363,000	52,000			
Kansas City	550,000	23,000	57,000	5,000	
Milwaukee	396,000	3,000		122,000	57,000
do. afloat.					
Minneapolis	11,329,000	11,000	165,000	4,000	11,000
Montreal	337,000	58,000	177,000	6,000	25,000
New York	3,254,000	2,192,000	1,826,000	63,000	87,000
do. afloat	123,000	125,000	59,000	100,000	
Oswego	27,000	40,000			31,000
Peoria	189,000	66,000	445,000	18,000	3,000
Philadelphia	577,000	335,000	166,000		
St. Louis	3,231,000	731,000	192,000	19,000	
do. afloat.		62,000			
Toledo	717,000	52,000	345,000	83,000	
do. afloat					
Toronto	130,000		65,000		23,000
On Canals	544,000	91,000	517,000	501,000	162,000
On Lakes	2,426,000	2,456,000	1,443,000	59,000	234,000
On Miss. River	65,000	50,000	13,000		
Total	47,602,000	13,007,000	8,078,000	1,777,000	1,152,000
Corresponding date 1895.	38,092,000	4,934,000	2,841,000	585,000	487,000

ELEVATOR

GRAIN NEWS

The Cloldt elevator at Joliet, Ill., is completed.
The people of Ellendale, S. D., want a flax mill.
John Noffs will build an elevator at Oconto, Wis.
L. N. Loomis is building an elevator at Alpeua, S. D.

Starch factories are wanted at Minot and Gardner, N. D.

A bonus is offered for a starch factory at Sabin, Minn.

A. Tanner is to build an elevator at Little Falls, Minn.

Two elevators will be erected at Elk Point, S. D., this fall.

A free site is offered for a starch factory at Bathgate, N. D.

A 125,000-bushel elevator has been completed at Hinckley, Ill.

R. H. Orr is buying grain at H. C. Suttle's elevator at Kenney, Ill.

A free site is offered for a starch factory at Brandon, Minn.

Peck & Co. are building a new elevator and mill at Sheldon, Mo.

The Northern Elevator Co. is erecting an elevator at Hamiota, Man.

It is said that a starch factory is wanted at Bonner's Ferry, Idaho.

F. H. Peavey & Co.'s new elevator at Bloomfield, Neb., is completed.

An elevator may be built at Bigelow, Iowa, by Sioux City parties.

Hammond & Bates are erecting a grain warehouse at La Grange, Cal.

Dunsmire & Walker, grain dealers of Fremont, Iowa, have sold out.

A. B. Shafer has again engaged in the grain business at Forest, Ohio.

The Northwestern Elevator Co. is building an elevator at Deleau, Man.

Mr. Mann of Souris, Man., is preparing to erect an elevator at Deloraine.

Two elevators and two flat houses are being erected at Tyndall, S. D.

Bonuses are offered for a starch factory and flax mill at Moorhead, Minn.

W. G. Bradshaw of Clinton, S. C., will establish a distillery near Columbia.

T. F. Orton has succeeded Hawley & Co., grain dealers of Lancaster, Wis.

The Wasco Warehouse Co. has established a feed department at Dallas, Ore.

Atwood & White will erect a 14,000-bushel elevator at Alexandria, Minn.

The Lake of the Woods Milling Co. will erect an elevator at Deloraine, Man.

Fred. Dose has purchased W. L. Tooze's grain business at Woodburn, Ore.

A project is on foot looking to the erection of an elevator at Randolph, Iowa.

Phil Engel has succeeded to the grain business of R. Torrey at Scotland, S. D.

A. H. Sunshine, dealer in grain and hay at Pittsburg, Pa., has sold his business.

H. M. Rogers & Co. have opened a grain commission office at Garfield, Wash.

E. P. Fewster, dealer in seeds, etc., at Vancouver, B. C., has discontinued business.

Albert Williams has engaged in the grain and feed business at Hartford, Conn.

J. Desmond is buying grain at Spencer, S. D., where he is operating an elevator.

Chambers, Price & Co. of Seattle, Wash., are building another large grain warehouse.

M. I. Gillett Jr., dealer in grain, feed, lumber, etc., at Joliet, Ill., assigned recently.

J. M. Booze and R. A. Dittman are erecting a rice mill at Roanoke, La., to cost \$15,000.

Eli Fairman has removed his cottonseed oil mill and gin from Mullin to Payne, Texas.

Martin & Son, grain dealers of Rileysburg, Ind., are reported to be doing a good business. In two

days recently they took in over 5,000 bushels of grain.

The Monarch Elevator Co. will erect a 30,000-bushel elevator at Rock Rapids, Iowa.

E. de Bell & Co. have succeeded J. B. Blethen, dealer in grain, etc., at Escondido, Cal.

Link Lang has leased the new elevator at Aylesworth, Ind., which he is now operating.

A. A. Flint has leased the Farmers' Elevator at Dickens, Iowa, where he is buying grain.

N. C. Black, dealer in grain and lumber at Fremont, Iowa, has sold his grain business.

The Monarch Elevator Co. is erecting a 30,000-bushel elevator at New York Falls, Minn.

Jackson & Taylor have succeeded U. B. Yengst, dealer in grain, etc., at Greenleaf, Kan.

Connseleman & Co.'s elevator at Gowdy, Iowa, has been raised and the foundation repaired.

The Arends-Moritz Elevator at Sibley, Iowa, which was burned recently, will be rebuilt.

A movement is on foot at Kingston, Ont., looking to the erection of a 100,000-bushel elevator.

I. S. Parrish is reported to have sold out his interest in the grain business at Sterling, Ill.

Dyell & Co. of Souris, Man., are having three elevators built at different points in Manitoba.

A. A. Maginnis recently purchased the property of the Louisiana Oil Mills at New Orleans.

J. U. Miner, grain dealer of Bowdle, S. D., has removed his business to Minneapolis, Minn.

It is said that grain elevators are wanted at Donaldson, Collegeville, Itaska and Foley, Minn.

F. I. Bolles has succeeded H. F. Bolles, dealer in grain, feed and lumber at West Salem, Wis.

D. D. Davenport and others will erect a cottonseed oil mill at Greer's, S. C., to cost \$12,000.

Flax millers of Stratford, Ont., estimate that they will handle 1,200 tons of the seed this year.

The Hartland Mill Co. will enlarge its elevator at Hartland, Minn., to 25,000 bushels' capacity.

The Cypress Distilling Co. has been organized at Columbia, S. C., and will establish a distillery.

Parker & Adkins, dealers in grain and coal at Sioux Falls, S. D., have dissolved partnership.

Geo. J. Pleasants has succeeded Pleasants Bros., dealers in grain and hay at New Orleans, La.

The citizens of Quincy, Ill., have organized a company and engaged in buying and selling grain.

T. F. Orton has succeeded T. C. Hawley & Co., grain dealers at Lancaster and Fennimore, Wis.

The Schneider Co. of Garuer, Iowa, has purchased the Stewart elevator and is buying farm produce.

Van Horn & Chandler have succeeded John Van Horn, dealer in grain, hay, etc., at De Land, Fla.

The Pelican Rice Mill Co. has been incorporated at Mermentau, La., to erect a 600-barrel rice mill.

The Lake of the Woods Milling Co. will build an elevator at Boissevain, and one at Neepawa, Man.

C. W. Loree has purchased T. O. Raney's warehouse at Le Sueur, Minn., where he will buy grain.

J. Q. Adams' elevator at Maurice, Iowa, is said to have been leased to the Plymouth Roller Mill Co.

The Old Town Grain Co. of Old Town, Me., is erecting a building which it will occupy as a grist mill.

A. P. Fellingham is overhauling his elevator at Deuison, Iowa, preparatory to handling the new crop.

It is said that farmers of Bartholomew County, Ohio, are holding over 100,000 bushels of last year's corn.

A movement is on foot to organize a company for the purpose of erecting an elevator at Lake Benton, Minn.

F. E. McCoy, dealer in grain and coal at Dalton City, Ill., has completed a new elevator at that place.

Schoeneman & Son, grain dealers of George, Iowa, have installed a gasoline engine in their elevator.

It is said that inducements are offered for the establishment of a starch factory at Sauk Centre, Minn.

George Jacobs has leased the Tacoma Grain Co.'s warehouse at Leon, Wash., where he is buying grain.

The B. S. Constant Co. of Bloomington recently sold a double dust collector to H. Ream & Son of Lostant, Ill. Their elevator contains four double

stauds, and they intend to install another collector shortly.

A starch factory or flour mill is wanted at Portland, N. D., where aid will be given such an enterprise.

S. T. Shropshire has succeeded S. T. Shropshire & Co., dealers in grain, hides, etc., at Colorado, Texas.

Alfred Duffies has completed a grain elevator at Princeton, Wis., which has a capacity of 15,000 bushels.

A. Overstad has engaged in the grain business at Morris, Minn., where he has just completed a new elevator.

Riggus & Waggoner of Lakeland, Fla., are establishing rice, grist and feed mills and other manufacturing.

J. Loring & Co., dealers in grain, hay and feed at Boston, Mass., are erecting a grain elevator at Brighton.

J. P. Conyes has purchased an interest in W. M. Webster's elevator and grain business at Poplar Grove, Ill.

It is reported that linseed oil and flax tow mills are wanted at St. Hilaire, Minn., where free sites are offered.

S. M. Barnes has succeeded S. M. Barnes & Son, who operated a cottouseed oil mill and gin at McCoy, Texas.

Dr. F. W. Bailey and Harry Talcott of Topeka, Kan., have opened a grain and stock exchange at Sedalia, Mo.

Wilkinson Bros., grain dealers of Greenfield, Ind., are reported to be receiving and shelling a great deal of corn.

Lamb, McGregor & Co. have succeeded the firm of Douglas, McGregor & Co., grain dealers of Minneapolis, Minn.

S. S. Colter has leased the McBean elevator at Virden, Man., and has overhauled it preparatory to buying grain.

The Edmonton Milling Co. is erecting an elevator to be operated in connection with its mill at Edmonton, Man.

Inducements are offered for the location of a tow mill at Graceville, Minn., where abundance of flax is grown.

Elevator A2 at Minneapolis, which was destroyed by fire some time ago, will be rebuilt by the Great Northern R. R.

J. S. & A. B. Cameron have formed a partnership at Elliott, Ill., and have succeeded to J. S. Cameron's grain business.

Samuel Shenk, dealer in grain, lumber and coal at Kerrsville, Pa., assigned recently. His liabilities are \$30,000.

John Leverton has purchased the elevator at Abbott belonging to John Rath & Bro., grain dealers of Ackley, Iowa.

C. King and M. V. Smith have joined partnership and engaged in the grain and stock business at Independence, Iowa.

The Wilmington Rice Mills at Wilmington, Va., have been closed indefinitely on account of the small crop of rice.

A free site and liberal bonus are offered for the establishment of a flax tow mill or linseed oil mill at Hillsboro, N. D.

The Yakima Milling Co. of Yakima, Wash., has erected a large addition to its warehouse for storing wheat for farmers.

R. P. Roblin, grain dealer of Winnipeg, is having three elevators erected, one each at Grerua, Austin and Deloraine, Man.

Lamb, McGregor & Co. have succeeded Douglas, McGregor & Co. in the grain commission business at Minneapolis, Minn.

B. M. Stoddard of Minonk, Ill., is equipping his elevator at that place with The B. S. Constant Co.'s Double Dust Collector.

F. G. Stearns & Son will erect a 10,000-bushel elevator to be operated in connection with their mill at Webster City, Iowa.

The Sioux City Starch Works of Sioux City, Iowa, has been doubled in capacity, 1,000 bushels of corn now being used per day.

The Northern Pacific elevator at Perham, Minn., has been overhauled and repaired and a new foundation has been constructed.

W. E. Hill, of The Steel Storage & Elevator Construction Co., writes us that his company has completed a 40,000-bushel steel pneumatic mill storage plant for Paul Widmann of Paulding, Ohio, and has closed a contract with W. A. Coombs of Cold-

water, Mich., for a 20,000-bushel steel pneumatic storage plant to be built in connection with his new mill "B."

The Buell & Baker Commission Co., grain and live stock commission merchants, has opened a branch office at Keokuk, Iowa.

There is said to be 250,000 bushels of corn cribbed at Broadwell, Ill., which was bought last winter at an average price of 22 cents.

The Siloam Milling Co. of Siloam Springs, Ark., has completed a 20,000-bushel elevator to be operated in connection with its mill.

The Little Rock Oil & Delinting Co. has been incorporated at Little Rock, Ark., with a capital stock of \$25,000 to manufacture oils, etc.

George Egolf, flour and feed dealer of Philadelphia, Pa., is erecting an elevator to cost \$34,000, and other buildings at that place.

The 1,000,000-bushel elevator of the Illinois Central Railroad at New Orleans, La., will be completed and ready for operation by November 1.

The Steadman Elevator Co. will operate a warehouse at Round Prairie, Minn., this season, and E. B. Rice has been placed in charge of it.

Davis & Grove, grain dealers of Bentley, Ill., are reported to be doing a good business, buying and shipping large quantities of grain daily.

Allen Delp, one of the largest handlers of grain and hay at Philadelphia, Pa., reports a good trade throughout his territory in clipped oats.

The Canadian Pacific Railway has decided to discontinue operating its elevator at Toronto, Ont., and has ordered it closed until further notice.

A. Beckstrom has purchased the East Side Elevator at Hildreth, Neb., and will operate it after completing extensive repairs now being made.

R. Maggart, grain and stock broker of Marion, Ind., has closed his office at that place, presumably on account of a paucity in the sucker line.

Work has been commenced on the construction of the elevator at Portland, Me., the contract for which was let to John S. Metcalf & Co. of Chicago.

The Wilmington Oil Mills of Wilmington, N. C., have increased their facilities for manufacturing cottonseed oil by putting in more machinery.

W. A. Marling, of the firm of Bicklehaupt & Marling, has engaged in business at McGregor, Iowa, and still retains his interest in the old firm.

Carson Bros., dealers in grain and lumber at Miami, Man., have completed an elevator at Rosebank, which has a capacity of 40,000 bushels.

The Bradley Grain Co. has been incorporated at Port Huron, Mich., with a capital stock of \$25,000 for the purpose of buying and shipping grain.

The People's Independent Rice Mill Co. has been incorporated at Crowley, La., with a capital stock of \$30,000, and will erect a 500-barrel rice mill.

Downing, Hopkins & Co., commission merchants of Portland, Ore., have opened an office at Spokane, Wash., of which F. Hopkins has taken charge.

Dodge & Scott, dealers in grain and hay at Salem, Mass., have dissolved partnership, and the business is being continued by Albert Dodge & Son.

W. F. Dougherty and W. J. Wilson have completed a 10,000-bushel grain elevator at Gleuwood, Minn., where they have engaged in the grain business.

It is said that a new company has been organized at Fargo, N. D., to operate fourteen elevators on the Great Northern road in the Red River Valley.

Simpson & Cousins' elevator at Alden, Iowa, has been remodeled, increased to about double its former capacity, and the latest improved machinery put in.

McCabe Bros., who operate a line of elevators in North Dakota, have established headquarters at Duluth, Minn., which is in charge of W. J. McCabe.

The Imperial Elevator Co. has been incorporated at Owatonna, Minn., with a capital stock of \$25,000, by A. M. Sheldon, P. L. Howe and Minnie A. Howe.

A starch factory is wanted at Milton, N. D., where a free site will be given and a bonus of 1 cent per pound. Fuel is said to be cheap and potatoes abundant.

The Firmenich Mfg. Co., distiller and manufacturer of starch of Marshalltown, Iowa, has leased the oil mills at that place and will erect a large elevator.

The Delano Elevator Co. of Delano, Minn., has leased the old Cargill elevator at that place, and after repairing it is now using it for handling damp wheat.

Frank Burdett and Wm. Lockwood have formed a partnership to carry on a grain and merchandise business at Edgerton and Chandler, Minn. Mr. Burdett will have charge of the Chandler house,

while Mr. Lockwood will manage the affairs of the Edgerton business.

The Jennings rice mill at Jennings, La., is being enlarged to 600 barrels' capacity, and the warehouse will be increased to three times its present capacity.

Sheldon & Beebe, grain dealers of Mendon, Mich., are remodeling large corn cribs near their elevator, which will be used as a storehouse for grain, feed and flour.

J. F. Traster, Western agent for The Case Mfg. Co., reports that his company has placed machinery in Power & Bro.'s new 50,000-bushel elevator at Butler, Mo.

The Shreveport Cotton Oil Co. has been incorporated at Shreveport, La., with a capital stock of \$130,000, for the purpose of manufacturing cottonseed oil, etc.

The Farmers' Elevator Co. of Windom, Minn., will hold a special meeting September 26 to consider the erection of its elevator. E. J. Meilicke is president of the company.

W. L. Cawthon & Co., general merchants of De Funiak, Fla., intend to embark in the grain business and will build a grain warehouse with steel and iron roofing.

The Globe Elevator Co. of Milwaukee, Wis., has been incorporated with a capital stock of \$20,000, by J. C. Thomas, George Hoag, H. J. Bauman and J. H. C. Bauman.

The B. S. Constant Co. has furnished H. Griffith of Columbus, Ind., with plans for his new elevator at Jonesville, and will equip it with the Constant Dumps and Feeders.

It is stated that F. H. Peavey & Co. have decided not to build an elevator at Moutrose, S. D. They have placed their warehouse at that place under the management of C. Love.

The S. T. & H. R. R. has completed its new elevator at Elkton, Mich., which has been placed under the management of H. Moquidshon. It has a capacity of 12,000 bushels.

It is stated that the New York, Philadelphia & Norfolk Ry. Co. may build warehouses, besides wharves, etc., on property recently acquired on the harbor front of Norfolk, Va.

Greenleaf & Tenney, grain commission merchants of Minneapolis, Minn., assigned recently, E. C. Cook being the assignee. The firm's assets are estimated at \$59,815, liabilities \$131,167.

The Staten Island Wharf & Warehouse Co. has been incorporated at New York City with a capital stock of \$10,000, to do a general elevator, warehouse and wharfage business.

E. B. Hazen, dealer in grain, coal and agricultural implements at Philo, Ill., is overhauling his elevator and putting in The B. S. Constant Co.'s easy dump and automatic ear corn feeder.

The Northern Grain Co. of Superior, Wis., has purchased the grain warehouse and elevator at Galesville, Wis., which makes over 100 elevators now operated by that company.

It is said that Milwaukee capitalists intend to build a large elevator at Grand Haven, Mich., and that three steamers will run from that port to Milwaukee this winter with grain.

A movement is on foot to start a mill at New Westminster, B. C., for the manufacture of oil cake. The flaxseed will be shipped in from Manitoba at first, until it is grown in that district.

The Tenney Grain Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$10,000, by Frank S. Tenney, formerly of the firm of Greenleaf & Tenney, Marion M. Teuuey and Adelbert W. Tenney.

The Osbourne-McMillan Elevator Co. recently held its annual meeting at La Crosse, Wis., the following officers being elected: President, J. D. McMillan; vice-president, R. E. Osbourne; secretary and treasurer, E. N. Osbourne.

It is announced that E. P. Knight, who has conducted a grain business at Lafayette, Ind., for a number of years, intends to remove to New York City, where he will engage in a general grain and commission business.

The Albert Dickinson Co. is erecting six more steel tanks on the bank of the south branch of the Chicago River. It erected three last year, which with the new ones will give it 270,000 bushels of steel storage capacity.

The Secretary of Agriculture has awarded the seed contracts for the year as follows: South Atlantic states, T. W. Wood & Sons, Richmond, Va.; southwestern states, Ullathorpe Seed Company, Memphis, Tenn.; middle western states, John A. Salzer Seed Company, La Crosse, Wis.; eastern states, W. Atlee Burpee, Philadelphia; Northwest-

ern states, L. L. May & Co., St. Paul. The bids from the Pacific Coast were late and will be considered hereafter.

G. N. Tausau has closed his elevator at Crookston, Minn., which he has been running for the past six years, and will continue his grain business elsewhere.

Geo. T. Rice recently brought suit against the Madelia Farmers' Warehouse Co. at Madelia, Minn., for \$2,900 for wheat alleged to have been stored in defendant's elevator, and which it is said defendant refused to deliver.

A gasoline engine of 10 horse power has been installed in the Farmers' Elevator at Bailey, Iowa. A roller feed mill was also put in, and the company is successfully grinding feed. Frank A. Wentworth is in charge of this department.

A report from Council Bluffs, Iowa, is to the effect that there will be considerable cattle feeding in Pottawatomie County this year. Elevator men in that and other sections ought to do a good business in the feed grinding this season.

The Lake Grain, Seed and Grocery Co. of Salt Lake City, Utah, which has been in business about four years, assigned recently to R. E. Miller. The liabilities are about \$5,000, and the assignment was caused by the difficulty of making collections.

The elevators at Burlington, Iowa, are said to be compelled to run night and day owing to an unprecedented rush of grain for Eastern markets. Electric lights have been installed in the elevators to enable them to run twenty-four hours per day.

The Morris Grain Co. has been incorporated at Morris, Ill., with a capital stock of \$15,000. The incorporators are Story Matteson, Joseph A. Wilson, Marshal B. Wilson, Joseph H. Pattison, Chas. B. Moore, W. Scott Pierce and Orville T. Wilson.

Albert Harrington recently sold his interest in the Belt Line Elevator Co. at Superior, Wis., to F. H. Peavey of Minneapolis. The Belt Line terminal houses "M" and "N" have a capacity of 2,250,000 bushels, and are now owned by Mr. Peavey and E. J. Phelps.

James Scott of Argyle, Minn., and Edwin A. James of Duluth have joined partnership and engaged in business at Duluth under the firm name of Scott & James. Mr. Scott is the owner of elevator interests in the Northwest, and Mr. James is a prominent young grain man.

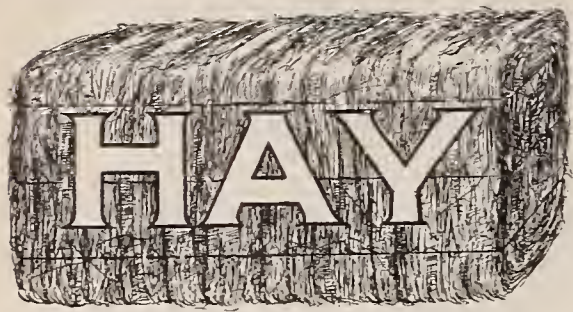
The Reorganization Committee of the United Elevator Co. of St. Louis, Mo., is trying to settle on a basis of reorganization which will be agreed to by all the stockholders. It is said that the reorganization is about consummated, its chief opponent being J. B. M. Kehler, representing the East St. Louis Elevator, who thinks that they would do better if run independently.

Reports of great enterprises are current in regard to the Chicago & Great Western Railroad Company's building "a line of elevators from Kansas City to the seaboard," "controlling the grain and provision trade of the Southwest," etc. It is announced with more authenticity that the railroad company may build an elevator at Des Moines besides the one at Kansas City, and contemplates various railroad improvements.

H. A. Smith of Fessenden, N. D., writes us: "There are now four elevators and one flat house at this place. The grain buyers are all installed for the season, and all the houses are open and doing business. Receipts are fair. Two new grain buyers are here this season, H. Biseker of Austin, Minn., who will represent the Bagley Elevator Co., and myself. I was formerly of Redfield, S. D., and will act as agent for Johns & Co. here."

G. W. Van Dusen & Co. of Minneapolis have purchased from The Interstate Grain Co. of Winona 89 country elevators located mostly on the Great Western and Great Northern Railroads, and the terminal house at Minneapolis, all of which Van Dusen & Co. operated the past year under lease. The elevator in Minneapolis has a capacity of 80,000 bushels, and an annex in course of erection will have a capacity of 1,100,000 bushels. Charles E. Wenzel will continue to act as manager of the elevators, in which capacity he has served since the company was organized. W. S. Amsden and John Augustine will also remain as traveling superintendents.

The Interstate Elevator Co., whose headquarters are at Winona, Minn., recently purchased from Archer & Howe of St. Paul a line of 21 elevators on the Northwestern R. R. in South Dakota, situated immediately south of Iroquois. The company proposes to divide its business in the proportion of about half wheat and the rest coarse grains. The officers of the company are: President, Charles Horton; vice-president, W. P. Tearse; secretary, J. R. Marfield; treasurer, Robt. E. Tearse. H. R. Bartlett, who has been for a number of years with the H. J. O'Neill Grain Co., has recently associated himself with the Interstate Co. as assistant secretary.



J. E. White, hay dealer of Stuttgart, Ark., has sold his business.

Charles Martens, dealer in hay and feed at New York City, assigned recently to John C. Stein.

The best way to "work" the commission man is to give him less work to do on hay consigned to him.

A careless shipper has no business to blame the commission man because he cannot get top prices for mixed stuff.

The Union Hay Co. of Kansas City, at the head of which is R. J. House, has removed to St. Louis, where it will continue.

The English hay crop is said to be virtually a failure, while the yield is good in Scotland, and reports from Germany indicate a material reduction in the hay crop.

M. Brown & Son, grain dealers of Britt, Iowa, sustained a loss by fire August 25, their hay barn and considerable hay being destroyed. Their elevator suffered no damage.

It is said that farmers of Central Nebraska have been so successful in growing alfalfa that "the folly of maintaining inclosed meadows of native prairie hay land becomes glaringly apparent."

The Kansas City Haymaker believes so sincerely in the old adage "Make hay while the sun shines," that it follows it in precept and practice. It reprints this department verbatim without credit.

Hay shippers should observe these rules: See that the hay is thoroughly cured; that it is fully up to the grade claimed for it; mark each bale carefully and then load the car with hay of uniform quality.

Short weights are of too common occurrence. They are not only unsatisfactory; they are often disastrous to the small profits of the hay shippers. Carefulness in baling would go a long way toward remedying the evil.

The lot of the commission merchant is sometimes a hard one, for some shippers refuse to believe that No. 2 is not No. 1, and that it would be better for him if he loaded so the commission man would not have to unload his car, sort the hay and sell it on its merits.

One hundred pounds should be the maximum weight of small bales of hay. But the hay should be properly cured; if it is damp it is liable to become caked during shipment. Some prefer an 80 to 85 pound bale, and they should certainly be no lighter than that.

The "National Haymakers' Association," which recently held a convention at Paterson, N. J., has no affiliation with the National Hay Association, and its transactions do not concern the Eastern hay trade. The "Haymakers" is only an improvement on the "Improved Order of Red Men."

The Kansas City Hay Dealers' Association has appointed committees to look into car service and freight matters and see if arrangements can be made which will be more favorable for the hay men. Most of the local associations need standing committees to look after these matters.

Is cured rye hay? That is the question an Illinois farmer is trying to solve. He cut 20 acres of rye and stored it in his barn as hay, so feeding it to his stock. Moreover, he had 30 tons of it insured as hay for \$5 per ton. The rye was destroyed by fire, and the question now is whether he is entitled to insurance for the rye that he called hay. In the ordinary sense of the word cured rye used as fodder is hay, but in a commercial sense it is not hay. But if the insurance company insured it as hay it should stand the consequence.

The Hay Trade Journal says that Western prairie hay has been making its way in Eastern states during the past couple of years, and as this year's crop in the Eastern states has been short its use will be still further advanced this season. This should serve as a valuable hint to Western shippers. Prairie hay has been extensively introduced in New York and Pennsylvania markets, and on account of its feeding qualities being stronger,

richer and more nutritious, is generally preferred to Eastern grown timothy or timothy and clover mixed, for all kinds of stock.

Kansas farmers are said to have abundance of hay this season. There is an unusually large crop in Decatur County, the northwestern section of the state, many saying it was never so large as this year. Alfalfa has made a large yield, and millet has done well.

The Iowa Board of Railroad and Warehouse Commissioners decided August 21 the case of the hay shippers against the railroads, denying the petition of the shippers to place hay back in class E again. The commissioners raised the classification to D, thereby increasing the freight rates about 25 per cent., and the minimum was fixed at 20,000 pounds for 34-foot cars. Evidently to appease the shippers the minimum was lowered to 18,000 pounds. But the minimum was a secondary matter entirely; what the hay men were after, and what they insisted they must have, was a lowering of the classification and rates.

Hay men of Montreal, Quebec, are agitating the question of the government assisting the exportation of hay from the province to Great Britain by providing the machinery required in compressing it. In its compressed shape hay occupies only one-half the cubic space of ordinary baled hay. At present it costs about twice as much to ship hay from Montreal as from Boston or New York. That is why Montreal exporters recently shipped 200 carloads of Canadian mixed clover to Boston for the British market. The Montreal Trade Bulletin argues that with proper facilities for shipping hay to the English market there would be an export trade of between \$3,000,000 and \$4,000,000 annually.

A. F. Weinberger writes from Dresden to the Hay Trade Journal of hay in Germany as follows: The hay crop is of the same importance to the farming people as in the United States, and probably more so, inasmuch as live stock of every description is kept housed all the year round, except in the Alps Mountains. This requires a great deal of grass and hay to be hauled to the barns and stables, and makes the dairy business a great deal more expensive than in the United States. Passing through the country, one will meet all day long rural people, mostly females, carrying on their backs great loads of grass cut on the meadows or along the roadsides, to be fed to their darling milch cow or nanny goat. The growth of grass is luxuriant, the weather here being very favorable, as there is always plenty of rain. Germany suffers generally from an excess of moisture. Often a hay crop will be spoiled by rain. It takes several bright days to get hay sufficiently cured to be brought into the barn, and requires frequent turning over while in the swath, and as it rains nearly three days in a week hay can hardly be secured without some damage to it. It is never stacked, because it is too valuable, and farmers have enough buildings and barns to house it. At least two cuts are made in a season, and frequently three. The quality of the grass is very different from that of the native grass of our Western prairies. It is much finer, resembling somewhat such as grows in our orchards or old, run out timothy fields. It is, however, a better grass than what we term "mixed hay" in Chicago, very soft, nutritious and of great fragrantcy. German hay always feels damp, because the atmosphere is full of moisture. So it cannot be baled in such a compact bale as in America. It would be "hot hay" in 24 hours. When wanted for shipment it is bunched up and bound with a rope. Occasionally one sees on a platform car a carload of loose baled hay tightly covered with a tarpaulin. But the business of hay commission merchant is unknown, and American hay has no friends here; it is considered too hard and dry; stock is not used to it and prefers the soft, fine and tender German hay to the coarse, hard, stemmy prairie grass as we get it from the trans-Mississippi states.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending August 15 receipts of hay were 3,598 tons, against 1,998 tons the previous week; shipments 512 tons, against 406 tons for the previous week. Only a light business was transacted in timothy hay. The offerings were small and a good inquiry existed. Prices advanced \$0.50@1.00 per ton. A dull and demoralized market was experienced in Upland Prairie Hay. The arrivals were excessively large and the demand was light from all sources. Market overstocked and receivers found it almost impossible to dispose of consignments, even of the best grades. Poor and heating hay was almost unsalable. Prices declined 50 cents per ton.

During the week ending August 22 receipts were 5,034 tons; shipments 575 tons. The market for timothy hay ruled steady and firm. Arrivals only moderate and a fair local inquiry existed. Prices unchanged. No improvement for prairie hay. The

offerings were heavy and largely in excess of the demand, which was light. Receivers experienced great difficulty in disposing of the arrivals and some consignments had to be carried over from day to day. A heavy feeling prevailed and prices declined 25@50 cents per ton.

During the week ending August 29 receipts were 5,038 tons; shipments 626 tons. A dull and depressed market for both timothy and prairie hay was experienced. Arrivals were heavy and demand light for all descriptions. Local dealers were about the only buyers and they were taking hold sparingly, merely supplying necessary wants. Shippers almost entirely out of the market. Prices ruled weak and declined \$0.50@1.00 per ton.

During the week ending September 4 receipts were 4,987 tons; shipments 871 tons. The market, for both timothy and prairie hay was dull and depressed. The local demand continued light with shippers doing little or nothing. The daily arrivals were heavy, and largely in excess of the demand. Market overstocked and receivers found it impossible to keep consignments closed out, and at the close a large amount remained on the tracks unsold. Prices declined about 50 cents per ton. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$7.50@8.50; No. 2, \$7.00@7.50; not graded, \$5.00@8.50; Clover Mixed, \$4.00; Choice Prairie, \$6.50@7.25; No. 1, \$5.50@6.50; No. 2, \$4.00@5.50; No. 3, \$4.00@4.50. Rye straw sold at \$5.50@6.50, and wheat straw at \$4.00.

During the week ending September 12 receipts were 4,121 tons, shipments 967 tons. The market for timothy hay ruled very dull. Arrivals large and the demand both on local and shipping account was light. A weak feeling prevailed and prices declined about 50 cents per ton. Quite an improvement can be noted in the market for prairie hay. The receipts were only moderate, and a very fair demand existed, principally on local account. All choice grades were readily taken. Prices ruled steady early, and later advanced 50 cents per ton. Sales of Choice Timothy ranged at \$8.50@9.00; No. 1, \$8.00@8.50; No. 2, \$6.50@7.50; not graded, \$4.50@8.00; clover hay, \$3.00 for poor; Choice Prairie, \$6.50@8.00; No. 1, \$6.00@7.00; No. 2, \$5.00@5.50; No. 3, \$4.00@5.00; No. 4, \$3.50. Rye straw sold at \$4.00@6.00, and oat straw at \$3.50.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 10,599 tons, valued at \$103,423, was imported during July, against 30,306 tons, valued at \$238,662, in July, 1895; and during the seven months ending with July 149,970 tons, valued at \$1,461,778, were imported, against 145,251 tons, valued at \$1,015,117, imported in the same time of 1894-95.

Of imported hay we exported none in July, 1896 or 1895, none during the seven months ending July, and 18 tons, valued at \$140, in the seven months ending July, 1895. Of domestic hay we exported 5,503 tons, valued at \$77,142, in July, against 2,968 tons, valued at \$48,139, exported in July, 1895; and during the seven months ending July, we exported 39,627 tons, valued at \$574,162, against 25,228 tons, valued at \$372,457, exported in the same time of 1895.

MEETING OF NATIONAL HAY ASSOCIATION

The third annual convention of the National Hay Association met at St. Louis, Mo., Tuesday morning, September 8. There were about 200 hay men present from all parts of the country, and the meeting was pronounced a decided success. At 9 a. m., Vice-President W. B. Harrison introduced to the assembled members Mayor Walbridge of St. Louis, who made a speech of welcome. President Geo. S. Blakeslee then called the meeting to order.

After a short business session the convention adjourned to meet at 9 a. m. the following day. The members were then escorted to the Merchants' Exchange by a committee of the local hay men, and were given a cordial reception on 'Change. In the afternoon they took a trip up and down the Mississippi on the steamer City of Providence. Refreshments were served on the boat, and after being royally entertained on the trip they returned to the city in time to visit various places of amusement in the evening, which wound up the day's program.

On Wednesday the election of officers was held and other business transacted. The following officers were elected: President, William Hopps of Baltimore; first vice-president, Henry S. Potter of St. Louis; second vice-president, Peter Keil of Pittsburg; secretary, P. W. Pitt of Baltimore. Directors—George S. Blakeslee, Chicago; E. S. Rogers, Philadelphia; E. R. Boynton, Kansas City; A. L. Clum, Brooklyn; Frank W. Voris, Neoga, Ill.; F. T. Collins, Cincinnati; C. E. Miller, Couverse, Ind.

A new constitution and by-laws were adopted which would conform to the laws of the state of New York, under which the Association is incorporated. Papers on subjects of interest to the trade were read by Willis Bullock, editor of the Hay Trade Journal of Cauajoharie, N. Y., and Wm. J. Salter of Cleveland, Ohio. Secretary Pitt also read a paper on "Inspection of Hay."

tion," prepared by W. N. Clemenshaw of Brooklyn, N. Y.

In the afternoon the new officers were installed and the meeting was given over to a discussion of subjects of interest to the trade. Freight rates, commission and the evil practice of careless weighing in certain markets came in for consideration.

An Ohio shipper asked the Association to recommend that receivers of hay file weights of each bale or car received for the benefit of the shipper. He said that he was constantly receiving claims for loss in weight and as he had no data in the way of weight certificates he could not determine whether the claims were right or not. As it was outside the jurisdiction of the Association it was decided not to interfere in the matter, but the shipper was advised as to how he could regulate it himself.

At the close of the discussion the convention chose Pittsburg, Pa., as the place for holding the next annual meeting, and after thanking St. Louis for its hospitality by a rising vote, the convention adjourned, at 5 p. m.

William Hopps of Baltimore, the Association's new president, is 50 years old. He was one of the founders of the National Hay Association, and has been one of the most active and useful members. Mr. Hopps has been identified with the hay and grain trade for 28 years, and is one of the leading merchants of Baltimore.

The election of Henry S. Potter of St. Louis to the first vice-presidency is said to have been received with great favor in the commercial circles of that city. He is president of the St. Louis Hay Exchange, a director in several banks, a director of the United Elevator Company and withal a public-spirited and highly esteemed citizen.

Secretary P. W. Pitt of Baltimore has held his office ever since the National Hay Association was organized, and although he attempted to decline the office for another year the Association was so well pleased with his work that the members refused to accept his declination and reflected him by acclamation.

Items from Abroad

Argentine shipments of wheat from January 1 to July 9 amounted to 2,073,500 quarters (of 480 pounds each), against 4,260,500 quarters during the same time of 1895, and 55,300,000 quarters in the same time in 1894.

The Ministry of Agriculture of Italy estimates the barley crop of that country at 1,000,000 quarters (of 400 pounds each), against 900,000 quarters in 1895; the yield of oats is given as 2,700,000 quarters (of 304 pounds each), against 2,300,000 quarters in 1895.

Sweden imported during July, according to official returns, 50,000 quarters (of 480 pounds each) of wheat, and 8,000 sacks of flour. The import of the two articles in the season ending July was 620,000 quarters, against 830,000 quarters in the corresponding period last season.

Holland imported during July 532,000 quarters (of 480 pounds each) of wheat, and 104,000 sacks of flour, exporting 433,000 quarters of wheat, and 7,600 sacks of flour. The net import of the two articles in the season ending July was 2,230,000 quarters, against 2,030,000 quarters in 1894-95.

According to Amsterdam advices wheat in the Netherlands has given the best results for some years past, both as to yield and heavy natural weight. Rye has also proved a successful crop, but barley has rather deceived expectations, having only yielded two-thirds of what it promised.

France imported during July 36,500 quarters (of 480 pounds each) of wheat, and 9,500 sacks of flour, exporting no wheat, and 13,500 sacks of flour. The imports of wheat, flour estimated as wheat, for the season ending July 31 were: In 1895-96, 1,334,000 quarters; 1894-95, 2,670,000 quarters; 1891-92, 14,149,000 quarters; 1890-91, 5,708,000 quarters.

Russian and Black Sea exports, from August 1 to August 21 were: Wheat, 617,000 quarters (of 480 pounds each), against 1,235,000 quarters in the same time of the previous season. Exports of corn from Nov. 1, 1895, to August 21, 2,539,000 quarters (of 480 pounds each), against 3,764,000 quarters in the same time of the previous season. Exports of barley from August 1 to 21, 277,000, against 537,000 quarters (of 400 pounds each) in the same time of the previous season.

The Erie and the New York, New Haven & Hartford Railroads have announced that they will not obey the order of the Board of Managers of the Joint Traffic Association with regard to the minimum weight of carload lots. The board decreed that where a road had not cars of sufficient capacity to accommodate shipments of the minimum carload weight two cars might be used and charged for as though for one large one. The protesting roads do not like that way of doing business, and believe that it should not be allowed.

WATERWAYS

On September 8 charters were closed at Duluth for upward of 1,500,000 bushels of grain, mostly wheat.

Grain is being received at Pekin, Ill., by water, an incident which reminds old settlers of water traffic years ago.

The Buffalo harbor is being dredged and improved so as to be ready for the 20-foot channel to be opened next year.

It is reported that all the ocean room has been engaged for grain until October 1, and some to October 15.

The British steamer Alberta recently sailed from the port of New Orleans with a cargo of 268,874 bushels of corn in bulk and sacks, breaking the record in grain shipments.

The steamer Montegale went on Charity Shoal, near Kingston, Ont., recently. She was loaded with grain, of which 15,000 bushels were jettisoned. 40,000 bushels were watersoaked and 7,000 bushels were saved dry.

The steamer Queen City eclipsed her previous record-breaking cargo of 205,000 bushels of corn, by sailing from South Chicago August 18 with 207,000 bushels of corn, drawing 16 feet 3 inches forward and 17 feet 1 inch aft.

A committee of the Canadian Parliament has reported favorably on the application of the St. Clair and Erie Ship Canal Co. to revive its incorporation and extend the time of completing the work it began some time ago of constructing a canal connecting lakes St. Clair and Erie.

The Buffalo canal men seem to be in earnest this time about having an elevator of their own. They are taking subscriptions for the establishment of a house with which they hope to compel the elevator pool to adopt something like reasonable rates. This is a good scheme and should win.

It is reported that in the latter part of August the ports of Galveston and New Orleans became glutted with grain, and with space taken in advance trouble is being experienced in shipping it. It is said that at New Orleans vessels have already been chartered for the October and November trade.

During the crop year ending August 31 Superior and Duluth show an unprecedented record of grain handled. The total receipts were 72,670,008 bushels, against 36,658,085 bushels received in the season of 1894-95; shipments 67,621,683 bushels, against 28,392,940 bushels shipped in the season of 1894-95.

Another vessel which will take its place among the large craft on the lakes has been launched at Bay City, Mich. It was built for J. D. Rockefeller and will carry grain and ore from the head of the lakes, its estimated capacity being 4,000 gross tons on 14 feet 6 inches draft. It was christened James Nasmyth.

Montreal grain exporters have a great deal to bear, and their latest complaint is of a more than usually serious condition. All vessel room has been engaged to October, the companies having sold their space in advance to Chicago speculators. The shippers contend that they were not given the option of taking the space or any part of it before it was sold, and that the present state of affairs will seriously interfere with the grain export trade.

The report of traffic on the Sault Canals during August shows a total of 2,512,835 tons, against 2,481,736 tons for August, 1895; the total traffic for the season to September 1 being 10,708,126 tons, against 8,858,148 tons, for the same time in 1895. Grain shipments on the United States canal amounted to 7,219,864 bushels, against 2,712,137 bushels for August, 1895; on the Canadian canal 2,884,454 bushels in August. Flour on the United States canal 1,063,306 barrels, against 1,135,785 barrels; on the Canadian canal 217,276 barrels.

The steamer Gladstone, which left for Buffalo recently with a cargo of grain, was nearly three days coming down the river from Armour's elevator "C," above Halsted street, Chicago. Although not a particularly large vessel, the Gladstone was one of the deepest laden boats that ever left the harbor. Tugs were working on her almost incessantly from Saturday night until Sunday afternoon, and she was pulled down the river by sheer strength, as she drew more than 17 feet of water. The worst place reached was the Washington street tunnel, where the tugs worked for an hour to get the vessel across.

All lake harbors are not as bad as the Chicago River—in fact, few of them are; but it is a fact that harbor improvements are not keeping pace with the increase in the tonnage of lake vessels. An instance in point is seen in the Maricopa at Buffalo, with a big load of grain recently. She had to be taken out into the lake twice and return to finish unloading. Another is the steamer Oglebay in the Chi-

cago River, the largest ever entering the river, having to take a short cargo of 140,000 bushels of corn on account of shallow water over the Washington street tunnel. The big vessels that have been floated this season cannot navigate the Chicago River.

The grain shippers of South Chicago have practically secured the establishment of a lower rate than on grain from the Chicago River. Several charters have been made from South Chicago elevators at one-eighth of a cent under Chicago River rates. The direct cause of establishing lower rates at South Chicago has been the throwing of so many big carriers into the grain trade, which could not get into Chicago River and go to any of the active elevators. These boats could load only at South Chicago, and their owners have been forced to take less than Chicago rates, while medium-sized boats were sometimes loaded at the same elevators on the Calumet at the full Chicago rate. Of late the big ones have been numerous enough to establish the lower rates from the Calumet, notwithstanding the sturdy efforts of vesselmen and the elevator interests on the Chicago River to prevent it.

The canal statistician of Rochester, N. Y., claims that "the present season has been the most prosperous the canals have had in late years, and that this year the shipments of wheat by canal from Buffalo to New York will surpass those of 1894, when 94½ per cent. of all the wheat arriving in New York by all routes was via the canal. Last year the boatmen were so discouraged by the excessive competition and the depressing outlook that many boats made but one trip through the canal and hundreds tied up early in the season. This year it is said that every available boat has been pressed into service, and all are making their trips as rapidly as possible. Old boats have been repaired, painted and refitted, and the closing of the canal this winter will witness the end of a season of navigation unprecedented in late years." We trust the statistician's claims are sustained by facts.

A couple of Ontario merchants recently wrote to the Marine Record asking whether grain and flour could be shipped by water from St. Paul or Minneapolis without change to New Orleans, and asking what rates were on wheat, corn and flour from and to those places. The reply was as follows: Mississippi River commerce is, as a rule, divided into two parts, St. Louis being the terminal. Few, if any, New Orleans boats go above St. Louis, and none trade to the Twin Cities. There is a movement to make New Orleans more of an ocean port than it has been, but there can hardly be any competition between the lake route to the seaboard and the river and Gulf route, as the former route has such an advantage, in point both of distance and transportation and handling facilities. The rail rate on flour from St. Paul to New Orleans is 30 cents per hundredweight. No rates are made on wheat or corn.

In referring to the sailing from New Orleans of the steamer Alberta with 268,874 bushels of corn, the Waterways Journals of St. Louis says: "When all the arrangements are completed for improving the Mississippi between this city and New Orleans, and loaded barges can float unimpeded by bars, there will be many large cargoes of grain shipped down the river and across the ocean to Europe. A good stage of water, say 9 feet, between St. Louis and New Orleans during all the time the river is open to navigation, will make the Mississippi River the greatest grain route in the world. This city is the natural depot for storing the cereals that can be raised in vast quantities in the remarkably rich section of country that surrounds it on all sides. Then what is needed is cheap transportation to the seaboard, where vessels can convey the products of the farmers to the markets of the old world."

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

F. S. Greene, Gridley, Ill.
J. S. Leas, of The Barnard & Leas Mfg. Co., Moline, Ill.
J. W. Perrine, representing Aug. Heine, Silver Creek, N. Y.
B. F. Ryer, secretary of the Huntley Mfg. Co., Silver Creek, N. Y.
J. L. Wheeler, representing The Howes Grain Cleaner Co., Silver Creek, N. Y.
H. Hamper, Greenville, Mich., representing The S. Howes Co., Silver Creek, N. Y.
J. F. Payne, Indianapolis, Ind., representing The Edw. P. Allis Co., Milwaukee, Wis.
J. W. Vaughan, Dubuque, Iowa, representing The Edw. P. Allis Co., Milwaukee, Wis.

The word new in the inspection of oats at Chicago was dropped August 15.

Add your name to the list of those in favor of organizing a National Association of Grain Dealers.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

OHIO, Dayton, Montgomery Co., Aug. 25.—Around here the wheat crop was a total failure. JOSEPH THANNHEIMER.

INDIANA, Loogootee, Martin Co., Sept. 3.—The wheat crop here is light and the grain is very poor in quality. JOHN H. WRIGHT.

NORTH DAKOTA, Grand Forks, Grand Forks Co., Sept. 5.—The new wheat in this section is more or less shrunken and is strong in gluten.

VIRGINIA, Salem, Roanoke Co., Sept. 2.—The wheat crop in this vicinity is short. It has been damaged to some extent. H. DE W. SHANK.

COLORADO, Meeker, Rio Blanco Co., Sept. 3.—The crop in this section has not been harvested yet. We think it will be about the same as last year's in all respects. MEEKER MILLING CO.

OHIO, Strongsville, Cuyahoga Co., Sept. 4.—The wheat of this section is of very poor quality this year, much of it being shrunken and sprouted. For the first time in many years it will be necessary to ship in grain. WILLIAM ROY.

COLORADO, Wray, Yuma Co., Sept. 6.—Spring wheat is raised here exclusively. The yield of the new crop was not large, but it was of good quality and made an average good crop. Corn was damaged somewhat by drouth. Oats are medium in quality and quantity. J. R. McATEE.

ILLINOIS, Morrisonville, Christian Co., Aug. 31.—The corn crop in this section is fine. Wheat is not being marketed very briskly. There seems to be a good deal of plowing done, and indications point to more wheat being sowed this fall than last year. Chinch bugs have about disappeared from this vicinity. R. E. WARDHAUGH.

MINNESOTA, Stephen, Marshall Co., Sept. 1.—The condition of spring wheat is poor, heavy rains, rust and worms having greatly damaged the crop. The wheat harvest is beginning, but it will take some time before it is completed owing to the lateness of the season. We will not have any more wheat in this county than will be needed by the mills and for seed. W. B. BUSHING.

SELLING WHEAT.—The Chicago Trade Bulletin recently sent this inquiry to points in winter wheat sections: Are farmers selling their new wheat? The replies received were from 17 states, 139 being yes, 67 no. Ohio reported 10 yes, 14 no; Michigan 15 yes, 2 no; Indiana 14 yes, 7 no; Illinois 16 yes, 6 no; Missouri 13 yes, 4 no; Kansas 22 yes, 6 no; Iowa 4 yes, 4 no; Nebraska 8 yes, 3 no.

IOWA, Guttenberg, Clayton Co., Sept. 10.—Owing to chinch bugs and rust the wheat crop was not what it promised to be; besides, the big yields of recent years made farmers careless in stacking, so that quite an amount of small grain was damaged by rain. The best of this year's wheat will not grade better than No. 3. There are no stocks in store here to any amount. Oats especially were damaged by rust and careless stacking; the grain being light the yield did not come up to estimates and expectations. Corn is looking splendid, and another fortnight will bring it out of danger of frost. Barley is mostly dark in color. HERMANN IHM.

CLOVER SEED, Toledo, O.—We have received 1,200 reports, covering Ohio, Indiana, Illinois and Michigan on clover seed. They are not as complete as we expected. Most of our correspondents are not interested in that crop. We merely give a general idea in those states which are the most important, but not the only clover seed producers. Outlook now is that both clover seed crops will be about two-thirds of a full one. Mammoth will be a trifle less, while medium will be a trifle more. Illinois shows the best on both. Quality will be nearly an average. Indiana has the worst, Illinois fair, and Michigan promises the best; 231 say it will be mostly prime; 143 partly prime; 285 mostly second quality, and 117 rejected. Fully half say the farmers will sell freely early. Some report no surplus. C. A. KING.

MANITOBA WHEAT FREE FROM SMUT.—It is very gratifying to note that the crops this year are free from smut. All crop reports so far agree that the Manitoba wheat crop will be wonderfully free from smut. It will probably be the cleanest crop ever produced in this respect. Last year smut was very prevalent in wheat, about 19 per cent. of the crop having graded "rejected," according to the returns of the official grain inspector at Winnipeg, on account of smut. A great deal of talk has been heard about frost damage, but one year with another the damage from smut has been greater than the loss from frost, and what is most regrettable about this is, that smut is preventable, while frost is not. Last year, only about 11 per cent. of the Winnipeg inspection returns represented frosted

wheat. The absence of smut this year is an indication that the farmers used extra care in treating their seed wheat with sulphate of copper before sowing last spring.

NORTH DAKOTA, Fessenden, Wells Co., Sept. 10.—The yield of wheat in this district is only fair. A fair average would be 13½ bushels per acre, flax 11 bushels per acre. Most of the thrashing in this locality is finished. Receipts are fair. H. A. SMITH.

NORTH DAKOTA, Buttzville, Ransom Co., Sept. 12.—The wheat yield for this county is 31,015 bushels, averaging 7 bushels per acre. It is mostly No. 1 and No. 2 Northern. Oats average 30 bushels per acre; grade No. 2 and No. 3. Barley average 25 bushels per acre. Flax average 10 to 10½ bushels per acre; grade No. 1. Corn average 20 bushels per acre; sound in quality. Potatoes average 150 bushels per acre; quality very choice. The crop of prairie grass is very heavy. There is a little old grain in this county. Farmers are shipping the new grain about as fast as it is thrashed. A report from Tower City, Cass Co., says: The local grain yield, so far as thrashed, is ranging all the way from 3 to 16 bushels per acre, with a probable average of not to exceed 8 bushels. D. H. BUTTZ.

THE MANITOBA CROP.—The August crop bulletin of the Manitoba department of agriculture bears out what has already been reported regarding wheat sown on stubble land without plowing, namely, that it is a failure in most cases. After throwing out 50 per cent. of the area sown on stubble as worthless, the average yield of wheat for the province is placed at 18.57 bushels per acre, making a total of 18,565,198 bushels. The August estimate last year was 25.5 bushels per acre, and a total of 29,139,815 bushels. The deduction of 50 per cent. of the wheat sown on stubble from the total area makes the wheat area for 1896 less than in any of the three previous years, but greater than in 1892. The wheat area in 1892 was in round figures 876,000 acres, 1,000,000 acres in 1893 and 1894, and 1,140,276 in 1895. The area for 1896, after the deduction noted, is 999,598. The total aggregate yield of wheat is greater than in any previous year except two, these being 1891 and 1895, when the final estimate was 23,191,000 bushels and 31,775,000 bushels respectively. The total yield of oats, placed at 16,633,000 bushels, is greater than in any previous year, except 1895, when it was 22,555,000 bushels. In 1891, the next heaviest year, it was 14,762,000. The total crop of barley, estimated at 3,696,460 bushels, is greater than in any previous year, except 1895, when it was 5,645,000 bushels. In 1891, the next heaviest year, it was 3,200,000 bushels. Flax shows the greatest falling off, owing to the reduced area. The yield is placed at 14.2 bushels per acre, making a total of 288,615 bushels, as compared with about 1,250,000 bushels last year. One of the most gratifying features of the report is the large area of land prepared for wheat next year. New breaking and summer fallow, 444,320 acres, compared with 307,025 acres last year. This area represents land already prepared for wheat next spring, indicating that the crop area next year will be the largest in the history of Manitoba.

GOVERNMENT CROP REPORT.—The September report of the Statistician of the Department of Agriculture shows a decline in the condition of corn from the August statement of five points, or from 96 per cent. in August to 91 in September. The averages in the principal corn-growing states are: Kentucky, 93; Ohio, 104; Michigan, 104; Indiana, 105; Illinois, 100; Iowa, 103; Missouri, 85; Kansas, 89; Nebraska, 103. Although there has been a falling off in condition in some states particularly in Kansas and Nebraska, the crop this year promises to be a large one. Nearly all the great Central States report a high condition, though with many local reports of drouth, flooding, rains, insects, or along the northern border, early frosts. Kentucky and Missouri report considerable injury by dry weather, and this impairment is shown in all the states to the South, increasing toward the gulf. The later crop has fared worse in most states. The Pacific Slope sends favorable reports. The general condition of wheat, considering both winter and spring varieties, when harvested was 74.6, against 75.4 in 1895, and 83.7 in 1894. The reported conditions for the principal wheat states are as follows: Ohio, 52; Michigan 75; Indiana, 66; Illinois, 77; Wisconsin, 70; Minnesota, 80; Iowa, 84; Missouri, 75; Kansas, 70; Nebraska, 77; South Dakota, 76; North Dakota, 61; California, 100; Oregon, 80; Washington, 75. East of the Rocky Mountains complaints of both quality and quantity of the wheat crop are almost universal, the causes alleged being winter killing, due to deficient snow covering; stunted growth, due to early drouth; insect attacks, rust, and especially the heavy rains following harvest, from which a large per cent. of the grain sprouted and rotted in the shock. A few scattered counties are excepted. The early thrashed grain in some states escaped injury, and the spring wheat fared generally better than winter wheat. The Pacific Slope suffered somewhat, chiefly from dry weather shrinking the grain, but not so generally as the Central and Eastern

states. The European agent of the department reports a general reduction from earlier estimates of the wheat crop, owing to unfavorable weather, which was particularly bad at harvest time in Central Europe, though fairly good westward. The quality of grain is reported high. Oats and barley will be short. The crop in the southern peninsula is looking well. The condition of oats when harvested was 74 per cent., against 77.3 in August; rye, 82; barley, 83.1; buckwheat, 93.2; potatoes, 83.3, against 90.8 per cent. last year.

CORN IN KANSAS.—The Kansas State Board of Agriculture, September 7, issued the following statement of the condition of corn as returned by its correspondents for August 31, and also their present judgment, before husking has begun as to the probable yield. The figures given apply to 88 counties, and do not include 17 of those in the southwest, where the total area planted is but 28,299 acres, where the condition August 1 was less than 53, and where the entire product for each of the three years past has averaged less than 200,000 bushels. In the 88 counties the total of the yield of marketable corn as now estimated by the correspondents is 224,845,000 bushels, being 23,387,000 bushels, or 11.6 per cent. more than the total crop of 1895. The average number of bushels per acre on the area planted in the 88 counties is 28½. A trifle less than 85 per cent. of the yield stated is in 48 counties, with 2,000,000 bushels or more in each, their total product being 190,106,958 bushels. The average yield per acre in these counties ranges from 19 bushels in Osborne to 48 in Doniphan, and their total product, leading with Jewell, which has 9,963,480 bushels, is, in Marshall, 8,593,231; Nemaha, 8,379,797; Washington, 8,270,749; Brown, 6,716,782; Sedgwick, 6,674,464; Republic, 5,881,847; Reno, 5,678,448; Clay, 5,520,813; Smith, 5,505,766; Pottawatomie, 5,364,440; Cloud, 5,114,736; Jackson, 4,836,672; Butler, 4,775,550; Smoller, 4,505,124; Greenwood, 4,151,910; Mitchell, 3,975,642; Cowley, 3,949,184; Doniphan, 3,675,696; Jefferson, 3,636,832; Phillips, 3,614,712; McPherson, 3,500,520; Riley, 3,386,097; Atchison, 3,216,681; Osage, 3,176,530; Douglas, 3,091,452; Miami, 3,084,625; Lyon, 3,082,025; Wilson, 2,989,455; Marion, 2,918,474; Dickinson, 2,846,340; Wabaunsee, 2,824,380; Franklin, 2,787,090; Shawnee, 2,628,638; Leavenworth, 2,537,793; Coffey, 2,511,192; Allen, 2,503,994; Osborne, 2,422,329; Neosho, 2,374,290; Harvey, 2,345,436; Johnson, 2,301,915; Elk, 2,154,570; Kingman, 2,146,340; Ottawa, 2,138,136; Linn, 2,088,040; Harper, 2,075,892; Morris, 2,059,624, and Cherokee, 2,029,222. The 19 counties having an average yield of 35 or more bushels per acre are: Atchison, 39; Brown, 46; Chautauqua, 35; Clay, 43; Cloud, 36; Doniphan, 48; Douglas, 39; Greenwood, 35; Jackson, 36; Jewell, 40; Johnson, 35; Leavenworth, 37; Marshall, 41; Nemaha, 43; Pottawatomie, 40; Riley, 39; Washington, 43; Wilson, 35; and Wyandotte, 41. It should be understood that these figures as to yields represent but preliminary estimates, and that only the figures obtained when most of the husking has been done will be applied finally to the acreage returned by assessors. A decrease in condition during August is noticeable in nearly all the counties, due to extremely drying winds and lack of rain, making the average of the state 79, a loss of 18 points from the very excellent showing made one month ago, when 40 counties reported 100 or above, as against the 11 for this month, which are Washington, 111; Nemaha, 110; Doniphan, 109; Brown, 108; Clay, 108; Johnson, 108; Pottawatomie, 108; Marshall, 103; Greenwood, 102; Leavenworth, 102, and Chautauqua, 101. The quantity of old corn on hand in March as found by assessors was 57,627,421; one year before it was 14,434,250 bushels.

16 TO 1.

Sixteen "bears" to one "bull." Just count 'em and see. This is just about how that crowd at Chicago stands all the time, and when the outside do



nothing, the one "bull" has a tough time of it. Some day we hope to be able to give you a picture just the reverse of the above—16 bulls to 1 bear, but when that day will be, we don't know.—Zabm's Circular.

Fires - Casualties

John S. Norsman, a grain dealer of Madison, Wis., was drowned recently in Lake Monona.

Lightning recently struck the C. & G. W. elevator at Melbourne, Iowa, causing slight damage.

The property of the California Distilling Co. at New York City was destroyed by fire recently.

The Farmers' Hay Co. of Hollister, Cal., dealer in hay and grain, sustained a loss by fire recently.

J. Falconer & Son, dealers in grain and livestock at Belleville, Kan., recently lost their elevator by fire.

J. C. Kingbury & Co.'s elevator at Secor, Ill., was struck by lightning August 22 and sustained slight damage.

The Ashland Flax Mill at Ashland, Ohio, was recently destroyed by fire, the loss being \$5,000. It was insured.

The Parker City Milling Co.'s warehouse at Parker City, Ind., was burned August 31. Total loss \$3,500; insurance \$400.

W. T. Pierce, while working about his elevator at Gifford, Ill., recently fell into the conveyor and both feet were badly crushed.

R. W. Latham's elevator at Barnett, Ill., was destroyed by fire on the night of August 21. The loss was \$5,500; insurance \$2,500.

Sparling & Shell, grain dealers of Golden City, Mo., recently sustained a loss by fire amounting to \$3,000. There was insurance of \$2,500.

J. P. Wallinger & Co.'s elevator and feed mill at Crookston, Minn., were destroyed by fire recently, causing a loss of \$8,000.

F. Rose & Co., wholesale starch merchants of New York City, recently sustained a loss by fire, which was partially covered by insurance.

The Hutchinson elevator at Harmon, Ill., was recently struck by lightning for the second time, the damage being only slight in both instances.

Lightning recently struck The Omaha Elevator Co.'s elevator at Shelby, Neb., but did no further damage than tearing a big hole in the Texas.

Otto Totge's barn at Wheeling, Minn., was destroyed by fire September 3, together with 90 tons of hay and 600 bushels of oats. Loss \$1,800.

H. A. Van Epps' warehouse and flour mill at New London, Ohio, were destroyed by fire September 7, entailing a loss of \$20,000; insurance \$5,000.

The grain warehouse at Harrisburg, Pa., belonging to John Hutton and occupied by Lewis Myers, was burned August 31, together with considerable grain.

Harry Lamb's granary at Broadlands, Ill., containing 4,000 bushels of corn, was struck by lightning and destroyed by fire August 18. He carried no insurance.

Fickle & Riley's elevator at West Ridge, Ill., was destroyed by fire September 9, together with 10,000 bushels of oats and corn. The loss is estimated at \$8,000; insurance \$5,000.

John Monohan's barns at Charlotte, Iowa, were destroyed by fire August 21, together with 100 tons of hay and 2,000 bushels of oats. The loss was \$4,000; partially insured.

An elevator at Cobden, Minn., burned September 3, together with 3,000 bushels of wheat and 100 tons of coal. Loss \$5,000; insurance \$2,500. The fire was of incendiary origin.

Clinton G. Heyd's warehouse at Camp Hill, Pa., was struck by lightning and burned August 16, a quantity of wheat, corn, flour, etc., being destroyed. Loss \$3,000; partially insured.

John Schaack's granary and barn at Douglass, Minn., were destroyed by fire August 29, together with a quantity of grain and 200 tons of hay. The fire caught from a thrashing machine engine.

The granary, barns, etc., on Herman Yaeker's farm at Wayside, Wis., were destroyed by fire August 28, together with 2,000 bushels of grain and considerable hay. Total loss \$10,000; small insurance.

John Sweitzer's barns at Cobden, Ill., 1,000 bushels of wheat, feed, etc., were destroyed by fire September 3. There was insurance of \$5,700. Incendiary is said to have been the cause of the fire.

Curtis Smith, one of a number of boys who were playing about L. S. Chitteuden's elevator at Tecumseh, Neb., September 3, was killed while trying to ride on the elevating wagon dump. Charles Enmons, who was in charge of the elevator, had warned the boys of the danger of catching onto the platform, and ordered them away from the elevator.

The Smith boy ran up stairs to get on the platform and his head was crushed between the opening in the floor and the platform, and he died in about an hour. No blame was attached to Mr. Enmons.

A large grain transfer car standing on the Ft. Wayne tracks at Forty-seventh street and Stewart avenue, Chicago, was burned on the night of September 7, the fire being caused by sparks from an engine. The loss was \$6,000.

Geo. W. Rankert's warehouse at Lyons, N. Y., containing 1,300 bushels of beans, 75 tons of baled hay and 500 tons of dried fruit, was burned August 16. Loss \$2,500 on the building and \$3,000 on contents. The fire is attributed to tramps.

Charles Baker was suffocated in a grain bin in the International Elevator at Buffalo, August 22, being the sixth man to meet his death in that manner. The foreman had warned Baker to be careful when he entered the bin to shovel grain.

E. Walker & Son's elevator at Assumption, Ill., was destroyed by fire September 10, entailing a loss on the building of \$7,000, partially insured; on grain \$3,500; insurance \$2,000. The building belonged to H. N. Schuyler of Pana, Ill.

Grain elevator "B" at the foot of Van Brunt street, Brooklyn, N. Y., which belonged to the Beard estate, was destroyed by fire August 18, entailing a loss of \$45,000; insured for \$40,000. The loss on the building was \$15,000, on machinery \$30,000.

Jones & Russell's elevator at Chrisman, Ill., was destroyed by fire August 25, together with considerable grain in store and four loaded cars on the elevator switch. The origin of the fire is unknown. The loss is estimated at \$2,500; insurance \$1,500.

Dernham & Kaufman's grain warehouse at Moscow, Idaho, was recently burned, together with 58,000 sacks of grain. The loss was covered by insurance, and Dernham & Kaufman are continuing their business. It is suspected that incendiaries set the fire.

Frank Wray, a broker on the Chicago Board of Trade, and a member of the firm of Lamson Bros. & Co., was found dead in bed at his home September 9, where he had been asphyxiated. Mr. Wray was 31 years old, and had been with Lamson Bros. 12 years.

L. C. Fleming's elevator at Sullivan, Ill., which was destroyed by fire recently, was operated by The Sullivan Grain Co., who lost 2,000 bushels of grain, which was insured for \$500. There was \$3,000 insurance on the elevator. The origin of the fire is unknown.

The Ann Arbor R. R. Co.'s elevator at Ithaca, Mich., which was operated by A. S. Barber & Co., sustained damage by fire recently amounting to \$5,000, which was covered by insurance. Barber & Co.'s loss on the grain, mostly by water, was \$2,000; insurance \$1,500.

Anderson & Shaffer's elevator at Hamilton, Ohio, was destroyed by fire September 2, together with 4,000 bushels of wheat, 9,000 bushels of corn, 2,000 bushels of oats, and some flaxseed and barley. The loss is estimated at \$15,000; insurance \$12,000. The elevator will be rebuilt at once.

Gardner & Lundberg's grain warehouse and The Great Western Elevator Co.'s new elevator at Forest City, Iowa, were destroyed by fire on the night of August 13. Gardner & Lundberg's loss was \$3,000, insurance \$1,000; The Great Western Elevator Co.'s loss on the elevator and 30,000 bushels of wheat is said to be covered by insurance. Incendiary is suspected.

Pate & Norton's elevator at Wellington, Ill., was destroyed by fire at 8 p. m., September 10, together with 12,000 bushels of corn, 7,000 bushels of oats, 2,000 bushels of rye, and 200 bushels of timothy seed. The fire was due to the explosion of an oil tank on a freight train. The value of the elevator property is estimated at \$8,000, with an insurance of \$4,500 on the building and \$2,500 on the grain.

Jacob Pfeminger Jr., 14 years of age, was smothered to death in a grain bin in Schacht's elevator at Pocahtontas, Mo., August 18, adding another victim to accidents which are getting too common lately. The boy had crawled into a wheat bin, where he either fell asleep or fainted from the heat. His presence was not known and when wheat was drawn off he was sucked under the grain and smothered to death.

Ferris Kauffman, the 10-year-old son of A. J. Kauffman, of the grain firm of Bowman & Kauffman, Mount Pleasant, Iowa, was suffocated recently while playing in a corn bin in the elevator. The boy was playing on top of the grain when a workman, unaware of his presence, opened the chute at the bottom and began to draw out the corn. The boy was immediately sucked under and was smothered to death before help could reach him. One of his feet and legs stopped up the hole at the bottom of the bin and several hundred bushels of corn was over him. Holes were quickly cut in the bin, but

when the body was recovered life was extinct. Such a death is a horrible thing, but these accidents will occur so long as children are allowed in elevators.

Rutledge & Buck's elevator at Le Roy, Ill., which was leased by Wilson & Myrick of Indianapolis, was destroyed by fire August 20, together with 10,000 bushels of oats and 6,000 bushels of corn, causing a loss of \$14,000. The insurance on the grain, stored by different parties, was as follows: Wilson & Myrick, \$2,000; D. & D. T. Crumbaugh, \$100; John Sigler, \$500. Rutledge & Buck carried insurance of \$6,000 on the building.

PERSONAL

John Belk has taken charge of G. W. Van Dusen's elevator at Henry, S. D.

H. M. Hanson of Milan, Minn., has accepted a position with The Victoria Elevator Co.

H. A. Kloostad of Milan, Minn., has taken a position with The Dakota & Minnesota Elevator Co.

Lonis Schraeder has taken the position of assistant grain buyer for J. E. Carlon at Emery, S. D.

Wm. T. Baker, President of the Chicago Board of Trade, has returned home from a four months' trip abroad.

Wm. A. Gunn is in charge of W. H. Stokes' elevator at Henry, S. D., and is assisted by his brother, John Gunn.

Geo. H. Eddy, formerly of Raymond, has taken charge of the Northwestern Elevator Co.'s business at Lynd, Minn.

H. W. Fitch of Englewood, Ill., an expert grain man, has accepted a position with Armour & Co. of Chicago as private grain inspector.

C. G. Stock has been appointed agent of the Northwestern Elevator Co. at Marshall, Minn., where he has charge of the company's warehouse.

C. L. Morris has again taken the management of May & Senders' grain warehouses at Harrisburg, Ore., and is busily engaged in receiving new grain.

George Barwise, formerly agent of the Millers' Wheat Buyers' Union at Minneapolis, has taken his old position of secretary of the Minneapolis Union Elevator Co.

John Shelley has retired from the management of the Duluth branch of G. S. Barnes & Co., grain merchants of Minneapolis, and has been succeeded by G. S. Barnes Jr.

L. G. Fisher has retired from the secretaryship of the Minneapolis Union Elevator Co. to take the position, in which he formerly served, of cashier of the Minneapolis Northern Elevator Co.

Moritz is the name of a new station on the Chicago & Northwestern Road in South Dakota, and it received its name in honor of A. G. Moritz of The Winona & Dakota Grain Co. of Winona, Minn.

Hon. David R. Francis, at one time president of the St. Louis Merchants' Exchange and an active and well-known member of the grain trade, has been appointed a member of the President's cabinet, having been given the portfolio of Secretary of the Interior. Mr. Francis was at one time Mayor of St. Louis and also governor of Missouri.

John B. Daish, of the firm of S. S. Daish & Son, grain and coal merchants of Washington, D. C., recently returned home from a five weeks' business trip through France and England. Mr. Daish proved himself a keen observer while on his trip, as evidenced by a long and interesting interview published in the Washington Times, in which he discussed the state of feeling in both those countries regarding the financial question and the possibility of Americans repudiating their debts.

The trial of J. N. Galloway of Superior, Wis., who was arrested some time ago charged with defrauding farmers who consigned grain to him, has been deferred till late in the fall. The farmers, most of whom are located in the vicinity of St. Hilaire, Minn., are busy with their harvesting work, and doubtless think a bird in the hand is worth two in the bush.

The "Cheap Jacks" of Chicago have made that market the cheapest one in the world for the purpose of repeating the old periodical game of "shake out." When the September holders of wheat are all disposed of and speculators keep out of harm's way by dear bought experience, the "bears" who control will still have a free hand to repeat with the December contracts what they have so ably accomplished with the September ones, get them back at a good profit. When that is done and they own all the wheat they will, perhaps, have caught some of the late disgusted bulls short of it, as happened in May, 1895, then look out for squalls.—New York Produce Exchange Reporter.

Court Decisions

Fire—Negligence of Railroad Company.

According to the Drovers' Journal the United States Supreme Court has decided in the case of Eddy vs. Lafayette that it is proper for a court to charge a jury that evidence that a railroad company allowed combustible materials to accumulate on its tracks and right of way, which were liable to take fire from the sparks escaping from its locomotives and communicate to adjacent property, is sufficient to warrant the imputation of negligence to the company.

Constitutional Law—Warehouses.

The Supreme Court of Minnesota lately held constitutional chapter 64, sections 7,724-7,729, General Statutes of 1894, entitled "An act providing for the erection of public grain warehouses and grain elevators on or near the right of way of railways, and providing for condemnation proceedings in connection therewith," and decided that this statute authorizes a party who has erected a public elevator and is operating it on the site sought to be condemned under a license from the railway company which has been revoked, to take effect in the near future, to acquire the right and easement, to continue for a fixed term, and to maintain and operate a public elevator on such site. In reapplication of Stewart vs. Great Northern Railway Company.

Damages for Fire Started by Locomotive Sparks.

An important decision has just been rendered by the Louisiana Supreme Court. It is in the case of L. Gumbel & Co. vs. the Central Railroad. The litigation, which has been protracted, grew out of the destruction of a large quantity of cotton by the disastrous fire of April 1, 1893. Gumbel & Co. claimed \$208,000 damages on the ground that the fire was started by sparks from an engine belonging to the defendant company. The New Orleans cotton presses claimed \$25,000, and ten insurance companies a sum aggregating nearly \$200,000. The decision of the Supreme Court, handed down by Justice McEnery, was unanimous, and affirmed the judgment of Judge George H. Theard of the civil District Court, in favor of the Illinois Central Railroad Company.

Carrier—Shipment—Contract.

The Kentucky Court of Appeals held, in the recent case of The Ohio & Mississippi Railway Company vs. Tabor, that a provision in a contract with a common carrier for the shipment of cattle that the shipper should not have the right to recover for injury to the cattle unless he gave notice of his claim therefor before the cattle were unloaded was a limitation of the carrier's common law liability, and was void because prohibited by section 196 of the Kentucky constitution; that a provision in such a contract fixing the maximum value of the cattle per head, and limiting the recovery to that amount in the event of injury or loss, was also a limitation of the carrier's common law liability, and was void by section 196 of the constitution; that such contracts made in the state, being void there, were void everywhere, and that section 196 of the constitution was merely the exercise of the state's right to determine what should be a valid contract, and to control the remedy in its own courts, and was therefore not a regulation of interstate commerce.

Warehouse—Lease—Notes.

The Supreme Court of Georgia held, in the recent case of Lightfoot et al. vs. West, that where in a written contract for the lease of a warehouse for a term to begin upon a day named in the future, it was stipulated that the specified rental, for which contemporaneous promissory notes were given, should not abate by reason of the destruction or injury of the property by fire, but that the lessor, in such event, should rebuild in a reasonable time; that the lessees were "to keep said property in as good repair as it is when turned over to them, and to turn it back to the lessor in as good repair as it is now," and that the lessees were to pay for, and not remove at the end of the lease, all extra improvements they might put upon the premises, and a shed attached to and constituting a valuable and useful part of the warehouse fell before the term of the lease began and before the lessees took possession, it was the duty of the lessor, and not of the lessees, to rebuild the same, and that on the trial of an action upon one of the rent notes, the court erred in refusing to allow the defendants to amend a plea of partial failure of consideration, already filed, in which it was alleged that in consequence of the plaintiff's failure to rebuild the shed, the rental value of the premises had been reduced in an amount stated, by further alleging that the defendants were induced to hold on to the lease and to take possession at the beginning of the term because of a verbal promise to rebuild made by the lessor, with which he subsequently refused to com-

ply, but for which they would have declined to carry out the contract. This plea, as thus amended, the court said, should have been passed upon by the jury, in connection with such evidence as might have been offered in support of it.

Carrier—Bill of Lading—Delivery.

The Kentucky Court of Appeals held, in the recent case of The Louisville & Nashville Railroad Company vs. Hartwell, that the shipper of goods may, even after their delivery to a carrier, and after the bill of lading has been signed and delivered, alter their destination and direct their delivery to another consignee, unless the bill of lading has been forwarded to the consignee or some one for his use; that, however, this would not be the case if a state of facts existed which made the delivery of the goods to the carrier a delivery to the consignee and the owner of them; that while the consignee in the bill of lading is presumptively the owner of the goods, yet when the shipper gives notice after the goods have been received by the carrier and before they are delivered to the consignee that he is not to deliver them to the consignee, the carrier must take notice that the consignor intends to retain control of their ultimate disposition, and after such notice the presumption no longer obtains that the consignee is the owner of the goods; that bills of lading are assignable, and when properly indorsed and delivered with the intention of passing the title to the goods, it is a constructive delivery of them, and that where the shipper of goods, after delivering them to the carrier and receiving a bill of lading, made a draft upon the consignee in favor of a bank and delivered it to the bank, together with the bill of lading, at the same time notifying the carrier to deliver the goods to the consignee unless he presented the bill of lading and paid the draft, the carrier having delivered the goods to the consignee without requiring him to present the bill of lading and pay the draft, was liable to the shipper for such damages as he had sustained not exceeding the value of the goods or the amount of the draft.

SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics the total export of seeds in July were valued at \$148,917, against \$16,092 for July, 1895; and the valuation of seeds exported during the seven months ending July was \$1,053,773, against \$1,312,825 for the seven months ending July, 1895.

No clover seed was exported in July, against 42,470 pounds exported in July, 1895; and during the seven months ending July 3,508,049 pounds were exported, against 10,423,008 pounds exported in the seven months ending July, 1895.

Cotton seed aggregating 356,000 pounds was exported in July, against 324,200 pounds in July, 1895; and during the seven months ending July 18,283,501 pounds were exported, against 7,381,720 pounds exported in the seven months ending July, 1895.

Flaxseed amounting to 158,404 bushels was exported in July, against none in July, 1895; and during the seven months ending July 210,268 bushels were exported, against 29 bushels exported in the seven months ending July, 1895.

Timothy seed aggregating 37,590 pounds was exported in July, against 38,407 pounds in July, 1895; and during the seven months ending July 7,950,400 pounds were exported, against 3,178,050 pounds exported in the seven months ending July, 1895.

All other seeds exported were valued at \$7,444, for July, against \$7,674 for July, 1895; and during the seven months ending July exports were valued at \$147,612, against \$115,559 for the seven months ending July, 1895.

Flaxseed amounting to 3,953 bushels was imported in July, against 371,867 bushels in July, 1895; and during the seven months ending July 66,860 bushels were imported, against 2,710,994 bushels imported in the seven months ending July, 1895.

All other seeds, imported free of duty, were valued at \$27,639 for July, against \$84,109 for July, 1895; and for the seven months ending July imports were valued at \$734,192, against \$565,486 for the seven months ending July, 1895. Other dutiable seeds imported in July were valued at \$15,385, against \$12,381 for July, 1895; and for the seven months ending July imports were valued at \$279,873, against \$276,273 for the seven months ending July, 1895.

Of imported flaxseed none was exported in July, 1896 or 1895, and 20,472 bushels were exported in the seven months ending July, against none exported during the seven months ending July, 1895.

Exports of all other seeds imported free of duty were valued at \$2,332, for July, against \$8,333 for July, 1895; and for the seven months ending July the valuation was \$11,380, against \$15,567 for the seven months ending July, 1895. All other imported dutiable seeds exported were valued at \$3,509 for July, against \$1,058 for July, 1895; and the valuation for the seven months ending July was \$3,825, against \$1,677 for the seven months ending July, 1895.

PRESS COMMENT

ORGANIZE A NATIONAL ASSOCIATION.

The grain trade has no national association of grain dealers. This is somewhat surprising in these days of organization. But the subject of establishing such an association is under consideration and discussion. It is to be hoped that the originators of this idea will succeed in their efforts, as there are many wide and interesting questions to be settled in the trade which could be better handled by a national society. In unity there is strength.—Baltimore Journal of Commerce.

A SLAP AT TERMINAL ELEVATOR MEN.

The elevator system as now conducted in the West is beyond doubt one of the most disturbing factors in the grain and milling business. During the past year, as a result of their manipulation, cash wheat has almost invariably ruled higher than the future month's. This certainly is not natural or based upon legitimate trading. Elevators are supposed to make their profits out of carrying charges on the grain; that is, or was, their proper function. They are now used to exact from the producer his grain below its normal value.—Wilson Welsh in the Millers' Review.

PRICES DEPRESSED BY POOR GRAIN.

The farmers are doing much to hold prices of grain down by sending to market much new wheat and oats that are damp and partly rotten. This comes in competition with the sound and good grain and hurts prices badly, because the men who buy this poor stuff insist on buying it very low. Out of 345 cars of new wheat and oats inspected in only 15 cars, or less than 5 per cent., grade contract, the balance being low grade, and much of it so poor that it will not do much more than pay charges of handling. The trade and prices would be helped if this poor stuff was kept out of the markets.—Chicago Chronicle.

THE MOVEMENT OF OLD WHEAT IN THE NORTHWEST.

The movement of wheat from the Northwest astonishes everybody, and discourages everybody. It has been reasonable to suppose there would be an end to it after the long and unprecedented receipts, but we begin to suppose there is no end, and that soon as the movement of old wheat is supplemented by the new, we shall be snowed under. There is no virtue or reason in talking "bullish" any more, if the everlasting tide of old spring wheat does not subside. It is the great leading "bearish" element in the deal and takes the tuck out of the friends of wheat. The dikes have broken, and we must wait until the flood passes by.—Toledo Market Report.

NO MORE LIBERAL PROFITS.

The fact must be recognized, and the sooner the better, that the day of liberal margins is gone. Distances between buying and selling markets are being more and more shortened by improved transportation facilities, and the commercial world is rapidly and surely approaching a uniform basis of exchange and values of the commodities that the nations have to interchange. We may dispute this through sentiment, and rear a theory between ourselves and the true trend of affairs, but all the while we but amuse our vanity at the expense of our pocketbooks. The change has come; it is now taking place and all of the legislative powers of the earth cannot halt nor delay it. The rule of commerce sways the business world and the sooner we adjust ourselves to the new environment the sooner we become a factor in carrying on the business of the world.—Modern Miller.

GRAIN INSPECTION AND CIVIL SERVICE.

There has been a well-defined impression for some time among men who are familiar with Illinois state affairs that there is no reason why the beneficent principles of our municipal civil service law may not be applied with great advantage to the state grain inspection office. If civil service regulations have raised the standard of efficiency in the municipal service of Chicago, the grain inspection department would seem to present a very inviting field for the introduction of the merit system. Politics has been the bane of the grain inspection service for many years in Chicago. The grain traders, whose interests and welfare are largely dependent upon the proper inspection of grain, have suffered seriously from the pestiferous encroachments of the small politicians ever since the state made this inspection of grain a part of its business.—Chicago Times-Herald.

Give us your views on the proposed National Association of Grain Dealers.

OBITUARY

A. W. Marsh, grain dealer and banker of Athol, Kan., recently died.

W. P. Cowl, dealer in grain, lumber, etc., at Afton, Iowa, died recently.

Charles Hallett, grain commission merchant of New York City, recently died.

E. J. Carrington, of the grain commission firm of E. G. M. Carrington of Detroit, Mich., died recently.

W. T. Templeton, a gentleman who had been connected with the grain trade of Chicago for 32 years, died August 17.

Michael Uhler, grain dealer of Uhlerstown, Pa., and a member of the Philadelphia Commercial Exchange, died August 26.

Joseph T. Callender, dealer in grain and seeds at Vincennes, Ind., dropped dead from heart disease on August 20. He was 25 years old, and was a prominent member of the Knights of Pythias.

W. E. Hagaman, of the firm of Hagaman & Jull, general merchants, died at Ridgetown, Ont., September 1, of paralysis. About 20 years ago Mr. Hagaman was a large dealer in grain at Oakville, Ont.

The death of Ransom W. Dunham, ex-President of the Chicago Board of Trade, was announced on 'Change at Chicago, August 20, Mr. Dunham having died suddenly the previous evening at Springfield, Mass. He was well known in commercial circles, and had been connected with the grain trade of Chicago for 35 years.

F. W. Simonds, of the firm of F. W. Simonds & Son, grain and hops commission merchants of New York City, died recently of paralysis at Northbridge, Mass. He was 77 years old. Mr. Simonds was born in England, and came to this country when a young man. He established himself in the commission export and import business in New York City about fifty years ago, and remained in that trade until the time of his death, his business being chiefly with the United Kingdom and the continent.

The EXCHANGES

Memberships to the Chicago Board of Trade are selling at \$600 to \$650.

Memberships to the Minneapolis Chamber of Commerce are held at \$210 to \$225.

Tickets of membership to the New York Produce Exchange were recently quoted at \$210.

Every office in the Chicago Board of Trade is rented this year, and the revenue from the building now aggregates \$108,000 per year.

The directors of the Chicago Board of Trade have adopted memorial resolutions on the death of ex-President Ransom W. Dunham, who died recently.

The San Francisco Produce Exchange has decided that in order to simplify trading grain futures shall be sold on the Exchange by centals instead of tons.

Secretary George F. Stone of the Chicago Board of Trade has been made honorary consul of Guatemala and consul general of Honduras at Chicago, and has been chosen by Guatemala to present to the commercial interests of Chicago the merits of the exposition to be held there in 1897.

The Winnipeg Board of Trade has appointed as members of the Board of Grain Examiners the following: S. A. McGraw, J. A. Mitchell, S. Nairn, S. Spink, and D. G. McBean. On the Board of Flour and Meal Examiners the following were appointed: S. Nairn, R. Muir, S. Spink, F. W. Thompson and C. H. Steele.

At an adjourned meeting of the Montreal Corn Exchange Association August 24 a number of amendments to the by-laws were proposed and voted upon. The chief amendment proposed was one which limited the membership to those engaged in the grain, produce or freighting business. The amendment was defeated. A warm discussion followed on the proposal to throw open the Corn Exchange for the admission of members of parliament.

The San Francisco Produce Exchange Standard Committee has decided that 60 pounds shall constitute a bushel of wheat for choice club and No. 1 white 25 per cent. Sonora; 60½ pounds for extra choice milling, choice milling 30 per cent. club and No. 1 milling one-third club; 61 pounds for No. 1 Sonora, and 62 pounds for choice Sonora. Chevalier barley, 53 pounds for No. 1 and 50 pounds for No. 2; brewing barley, 46 pounds for No. 1, and 44 pounds

for No. 2; feed barley, 42 pounds for No. 1 dark, and 40½ pounds for No. 1 bright; rye, 59 pounds for No. 1.

At the annual election of the Cincinnati Chamber of Commerce September 8 the following officers were elected: President, J. Milton Blair; second vice-president, Wm. L. Hunt; treasurer, Paul M. Millikin; secretary, James B. Wallace; directors, Robert H. West, Edwin C. Gibbs, Oscar F. Barrett, C. H. Jones, J. W. Dnnn. The proposed amendment to the by-laws repealing the article providing for death benefit payments was defeated. The vote on the question, "Shall the existing relation between the Chamber of Commerce and the Cincinnati Freight Bureau be continued?" was in the negative.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Wheat report of J. F. Zahm & Co., Toledo, Ohio, September 12.—No. 2 Red closed at 63¼, No. 3 Red at 59¼, No. 4 Red at 55. Low grades are also bringing good prices. Now a word about Toledo inspection. Some shippers say it is too rigid. Others say it used to be, and they are afraid to ship here, etc., but in a great many cases shippers send inferior wheat here, and of course it won't grade. Never before has our inspection department been as careful and lenient as this year, and they are trying to please the shipper, as well as the buyer. Those shippers who are careful, and clean their wheat, and keep the good separate from the bad, will have no trouble.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., September 12.—CORN is firm, somewhat higher. No. 2 White sells at 24½ cents, No. 3 White at 23, No. 2 Mixed at 23, No. 3 Mixed at 22½ cents. OATS are lower and in good demand, No. 2 White sells at 20½ cents, No. 3 White at 18½, No. 2 Mixed at 18½, No. 3 Mixed at 17 cents. HAY—The hay movement is fair, and prices are lower. Low grades are not wanted. Fancy Timothy sells at \$11.25, Choice Timothy at \$10.50, No. 1 Timothy at \$9.00@9.25, No. 2 Timothy at \$8.00@8.50; Choice Clover, mixed, at \$8.50, No. 1 Clover, mixed, at \$8.50; Choice Kansas Prairie sells at \$6.00@6.25, No. 1 Kansas Prairie at \$5.00@5.25; Choice Arkansas Prairie at \$5.00. FLOUR is quiet and steady; Meal very dull.

Grain report of Collins & Co., Cincinnati, September 11.—The past week showed indications of a cessation of the liberal arrivals of grain to market that has existed for the past few weeks, attributable to a more or less extent to seeding time, and to the fact that a considerable portion of damaged grain that had to be marketed has been shipped. As the market begins to clear up a steadier undertone is manifest, and we anticipate some little improvement in values of both wheat and oats while the receipts continue small. The harvesting of the new crop of corn is being actively pushed forward in many sections, and the largest crop ever produced is about assured; as is reflected in the continued decline in the prevailing low prices. WHEAT—Values rule steadier, receipts smaller and demand more active as the tendency is toward some improvement in prices. No. 2 Red at 60@61 cents, No. 3 Red at 56@57 cents, Choice No. 3 at 58 cents, No. 4 at 53@54 cents. Ungraded by sample ranges from 35@50 cents, as to quality and condition. CORN—Rules lower under the effect of new crop influences, while receipts are inclined larger. No. 2 Yellow at 23 cents, No. 2 Mixed and No. 2 White at 22½@23 cents, No. 3 of any kind at 21 cents. EAR CORN—Choice Yellow at 25 cents, Mixed to nearly Yellow at 24@24½ cents, White at 23 cents, to be sound and clean for feeding purposes, the inferior samples from one to two cents lower. OATS—Arrivals are growing less, but any recovery in values will be slow owing to the enormous quantity of poor oats to be absorbed. There has been a good premium for old crop samples, over that of the new, which has attracted more liberal offerings, and cause values on same to rule easier. Old No. 2 White at 23@23½ cents, No. 3 at 21@21½ cents, Old No. 2 Mixed at 20@20½ cents, New No. 2 White at 20 to 21 cents, No. 3 at 16@16½ cents, New No. 2 Mixed at 15½@16 cents, No. 3 at 13@13½ cents, Rejected at 10½@12½ cents as to quality and condition. No Grades at 8@10 cents. RYE—Choice plump No. 2 sells at 30½@31 cents, ordinary at 29½@30 cents, lower grades are neglected. No. 3 at 26@28 cents, Rejected at 22@25 cents. HAY—Receipts for the week were 1,101 tons, shipments 537 tons. For the corresponding week last year receipts were 1,394 tons, shipments 235 tons. The market rules steady, with values unchanged, receipts growing smaller. There is but little inquiry for any other than Choice and No. 1 Timothy. The No. 2 and lower grades for cattle-feeding will be in better demand as soon as pasturage is not so abundant. We quote Timothy at \$9.50@10.00, No. 1 at \$9.00@9.50, No. 2 at \$7.00@7.50, No. 3 at \$6.00@6.50, Choice green small stemmed clover at \$8.50@9.00, dark colored dull at \$7.00@7.50; clover, Mixed No. 1 at \$7.00@7.50. Good bright clean straw is scarce, rye at \$6.00@7.00 and wheat at \$5.50@6.00. Prairie is very dull and difficult to sell. MILLFEED—Steady. \$6.50@7.00 for bran and \$7.00@7.50 for middlings, where sacks are included \$1.00 more per ton.

PEAS IN CANADA.

Canadian peas generally find a good market in England, where they are well known and appreciated; and as Ontario has a good average crop and of fine quality, it is hoped that a good export trade will be done in this cereal during the coming fall and winter. Surely they are low enough, as business has recently been done for export at 55½ cents to 56 cents per 60 pounds, afloat here, against 68 cents a year ago. But, of course, it will be said that almost every other product of the soil is correspondingly low.—Montreal Bulletin.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

MILL AND ELEVATOR AT A BARGAIN.

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

OTTO GASOLINE ENGINE.

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

OHIO ELEVATOR.

An elevator on the C., J. & M. R. R., in as fine a grain-growing country as there is in the state, for sale. Nearly new, steam power, sheller and cleaner. Large flour and feed trade. Good chance for a man of limited means. No competition. Best of reasons for selling. Address

LOCK BOX 324, Lewisburg, Ohio.

ELEVATOR AT A BARGAIN.

We offer for sale at a bargain one of the best and most complete elevators in Northern Kansas. Nearly new; now in operation. Capacity 75,000 bushels. Located on the C., R. I. & P. and N. P. R. Rs. A good town in a fine grain section, the Republican Valley. Good crops now assured. Address

CAYWOOD & CO., Clifton, Kan.

ILLINOIS ELEVATOR CHEAP.

For sale, elevator equipped with stationary engine, sheller and corn burrs, 20,000-bushel bin capacity, 25,000 bushels' ear corn crib capacity, with ground they stand on, office and scales. Plant complete cheap for cash. Price \$2,500. Situated on Wabash Railroad, at Cushman, Moultrie Co., Ill. Address

DRAKE & HOSTETLER, Lovington, Ill.

ELEVATOR FOR SALE.

Elevator in the best grain region of Illinois for sale. The best built and most complete house in this part of the state. Has ear corn and shelled grain dumps, office, scales, hopper scales, one run of French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Elevator located on the C., C., C. & St. L. R. R. Address

GEO. W. RICHNER, Mansfield, Platt Co., Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

SITUATION WANTED.

Situation wanted as superintendent or foreman of good elevator by practical elevator man of eight years' experience. Have recommendations from former employers. Address G. M., I, care "American Elevator and Grain Trade," Chicago, Ill.

POSITION AS SUPERINTENDENT WANTED

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, care "American Elevator and Grain Trade," Chicago, Ill.

SITUATION WANTED.

Situation wanted as grain buyer or on the road, by an experienced grain man. Address

B., care "American Elevator and Grain Trade," Chicago, Ill.

POSITION WANTED.

I want a situation in some capacity in the grain business. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand book-keeping and all the details pertaining to the business. First-class references. Address

T., care "American Elevator and Grain Trade," Chicago, Ill.

HAY AND STRAW WANTED.

Sealed proposals will be received by the Board of Public Works of the city of Columbus, Ohio, at its office in the City Hall building, until 12 o'clock noon, standard time, Tuesday, Sept. 22, 1896, and they will be opened at 2 o'clock p. m. same day, for the following supplies, to be delivered f. o. b. cars at Columbus, Ohio, for use of the fire department of said city, to wit: One hundred tons No. 1 timothy hay and 50 tons wheat straw. Each bid shall contain the full name of every person interested in the same. The Board of Public Works reserves the right to reject any or all bids. By order of said Board. Address

BOARD OF PUBLIC WORKS, Columbus, Ohio.

CORN WANTED.

Sealed proposals, in triplicate, will be received here and at offices of quartermasters of stations named, until 11 o'clock, a. m., central time, Sept. 21, 1896, for furnishing corn during fiscal year ending June 30, 1897, at Forts Brady and Wayne, Mich.; Jefferson Barracks, Mo.; Post near Little Rock, Ark.; Forts Leavenworth and Riley, Kan.; Forts Reno and Sill, Okla., and Fort Sheridan, Ill. Proposals for delivery at other points will be entertained. Government reserves right to reject or accept any or all proposals, or any part thereof. Information furnished on application here or to quartermasters of stations named. Envelopes containing proposals should be marked "Proposals for Corn" and addressed to undersigned, or quartermasters of stations named. Address

M. I. LUDINGTON, A. Q. M. G., Chicago, Ill.

SEND ORDERS FOR

HARD
SOFT
BLOCK
BLACK-
SMITH

COAL
COKE

Best Grades
Best Prices
Best Deliveries

TO MILES & COMPANY,

MINE AGENTS AND SHIPPERS,

PEORIA, ILL.

TO POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,

184 Dearborn Street, Chicago, Ill.

E. R. Ulrich & Son,

SHIPPERS OF

WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

SHIP YOUR GRAIN

—TO—

P. B. & C. C. MILES,

COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

Shanks, Phillips & Co.,

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank.

Cash advances on B. of L.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

LEMAN BARTLETT.

O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg.
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments
of mixed car lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts under yearly contracts. Write for estimates F. O. B. cars your city.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

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J. F. ZAHM & CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

E. L. ROGERS & CO.,

ESTABLISHED
1863.

COMMISSION

MERCHANTS,

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.

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J. J. BLACKMAN

ASSOCIATED WITH
L. E. BUNKER

COMMISSION
MERCHANT.

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,
Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

Established 1868.

S. W. FLOWER & CO.,

GRAIN AND SEED
MERCHANTS. . . .

TOLEDO, - - OHIO.

High grades of Clover, Alsike and Timothy Seed a Specialty.

If you want to buy, sell or consign, please correspond with us.

Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery
bought and sold on margins.

B. WARREN.

B. WARREN JR.

WARREN & CO.,

Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,
Peoria, Ill.

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

All sales direct.
I want a good Corn Account.

PHILIPP BENZ.

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PH. BENZ & CO.

ESTABLISHED 1872.

COMMISSION MERCHANTS

GRAIN, SEEDS AND HAY,

WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

Rooms 204-205 Omaha Bldg., Chicago.

REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies.
LIBERAL ADVANCES MADE ON CONSIGNMENTS.

M. F. BARINGER,

...SUCCESSOR TO...

J. R. TOMLINSON & CO.,

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

COMMISSION CARDS.

ACCOUNTS OF GRAIN DEALERS
OR ORDERS FOR

Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

ESTABLISHED 1879.

LEDERER BROS.,
GRAIN and SEED
Commission Merchants,
BALTIMORE, - - MD

We give careful attention to every shipment, are always prepared to make cash advances on consignments. We make a specialty of handling spot goods, which we either sell after arrival or hold if requested. We solicit your trade as we do a strictly commission business. REFERENCES: Merchants National Bank, Baltimore, Md., and the Commercial Agencies.

COMMISSION CARDS.

GEO. N. REINHARDT & CO.,

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels.
Let us know what you have to offer.

ROOFING AND SIDING.

Write us for Catalogue and low
Prices on *best*

STEEL ROOFING, CORRUGATED IRON, Etc.

We are large Manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



DURABLE—EASILY APPLIED.

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

WARREN CHEMICAL & MFG. CO.,
56 Fulton St., New York, U. S. A.

"THE RACINE" DUSTLESS GRAIN SEPARATOR

Embodies More Points of Excellence

Than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation** and with **Great Strength and Durability.** These machines have no equal. Adopted and indorsed by many of the largest Mills and Elevators in the country.

MADE IN DIFFERENT SIZES TO MEET DIFFERENT REQUIREMENTS.

THE RACINE HEAVY WAREHOUSE MILL

Is especially adapted for horse power use, is supplied with **Patent Governor Pulleys**, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Send for our catalogue and prices before placing your orders.

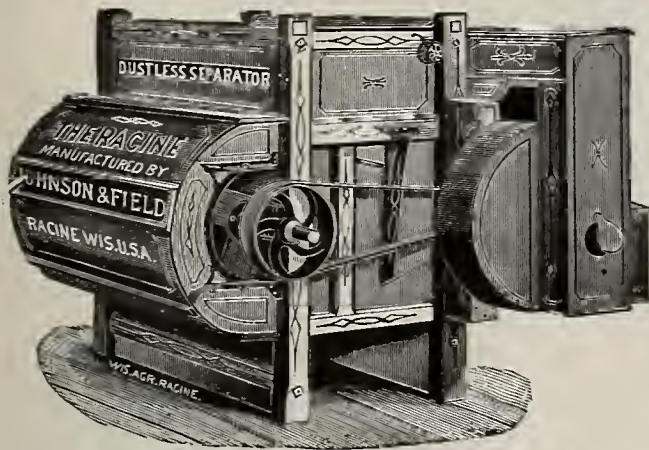
IMPROVED GASOLINE ENGINE.

Oil and Steam Engines from 1 to 100 H. P

Elevator Machinery and Supplies,

Scales, Warehouse Trucks, Elevator Boots, Buckets and Bolts, Pulleys, Shafting, Belting, Grain Spouts, Etc.

JOHNSON & FIELD COMPANY, - - RACINE, WIS.



THE OLD WAY.



For NEW and BEST Way
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UNION IRON WORKS,

DECATUR, ILL.,

Manufacturers of the CELEBRATED

Western Shellers and Cleaners

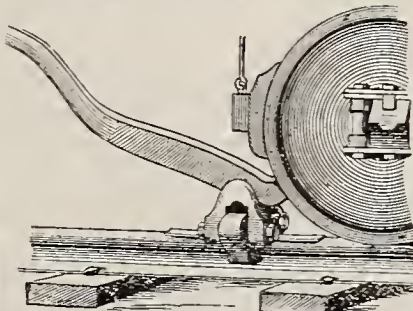
The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

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JACOBUS IMPROVED CAR MOVER

Combines Simplicity, Cheapness and Efficiency, and excels all others.

It has a sure grip on the rail,

It will not cut the face of the rail,

It does not slip on frosty or oily rails.

The harder the pressure on the lever, the less tendency it has to slip either backward or sidewise.

Made of the very best material, of tested strength. Every shipper should use it. Address

P. H. JACOBUS, Millstadt, Ill.

PRICE REDUCED 66 PER CENT.

Cawker's American Flour Mill and Elevator Directory.

FORMER PRICE, \$10.00.

PRESENT PRICE, \$3.50.

We have a limited number of Cawker's American Flour Mill and Elevator Directory for 1895-1896 on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one.

We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50.

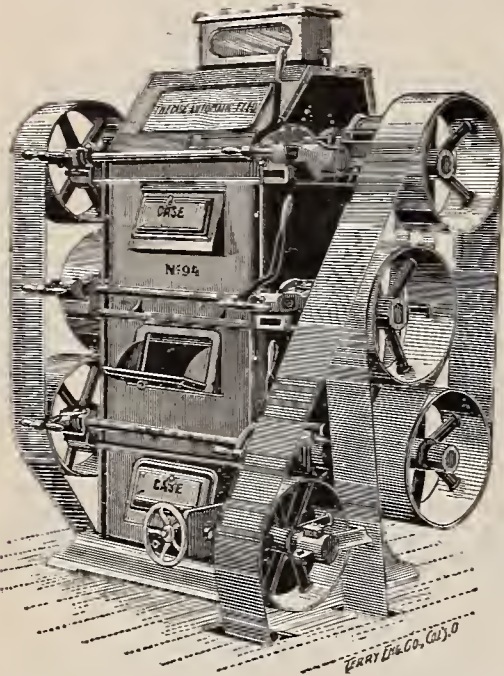
ADDRESS **MITCHELL BROS. CO.,** 184 AND 186 DEARBORN STREET, CHICAGO ILL.

Elevator Men,

Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.
The Case Manufacturing Co.,
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,
M. S. MILLER.

We Keep a Full Line of
ELEVATOR AND MILL SUPPLIES
AND MACHINERY.

Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

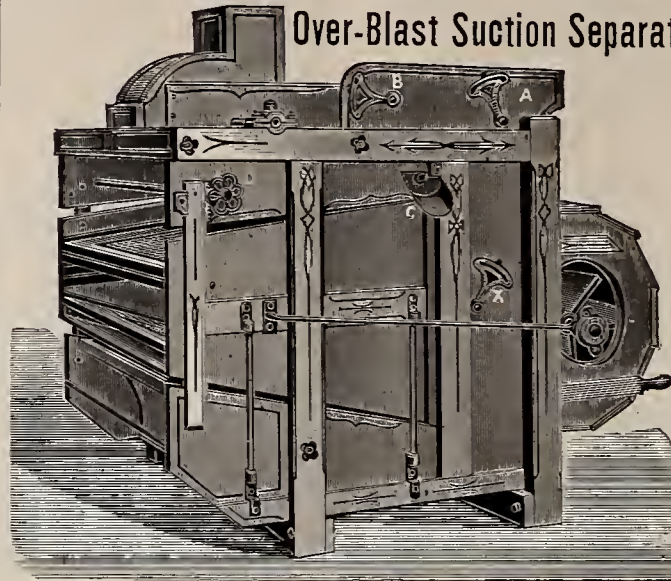
The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

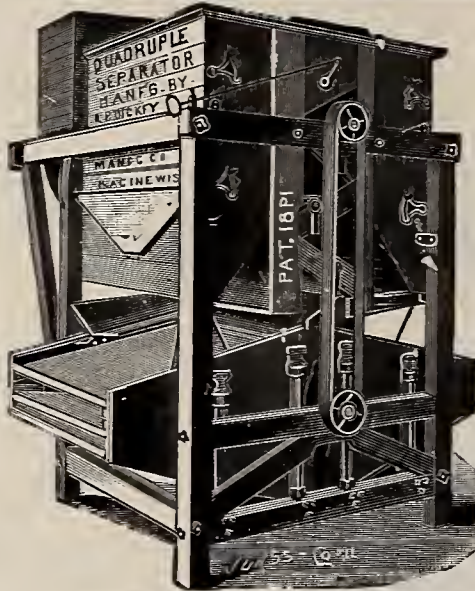
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THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



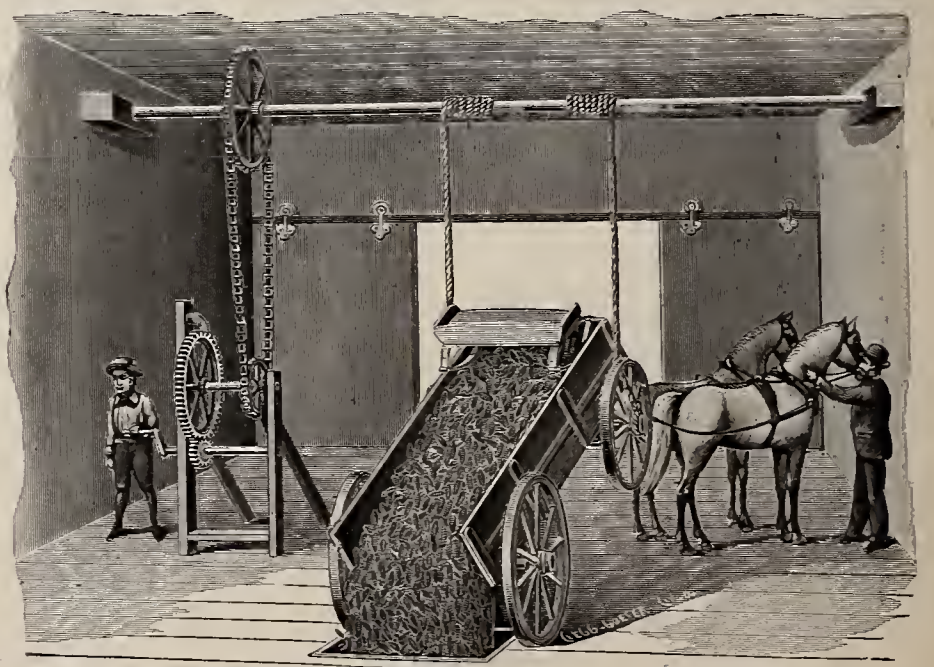
The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

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SMITH'S LATEST IMPROVED OVERHEAD DUMP.



Operated with Ease, Safety and Speed.

No Objectionable Features and Within the Reach of All.

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Emory C. Nutt, Sidney, Ohio.	Bowen Bros., Lynn, Ind.
The Geo. F. Lang Milling Co., Delphos, O.	B. F. Kerr, Elery, Ohio.
Tuttle & Tuttle, Springfield, Ohio.	Watson & Shepard, McComb, Ohio.
Waverly Milling Co., Waverly, Ill.	J. S. Musselman, Grover Hill, Ohio.
Miller & Morton, Delphos, Ohio.	J. F. Burgett, Duvall, Ohio.
A. Combs, Cloverdale, Ohio.	E. W. Huntsman, Leipsic, Ohio.

This Dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy. No climbing in, no sweeping out, no blocking wagon, nor breaking coupling poles. Can fill sick to floor, and dump a sled as well as a wagon. These are a few features that we claim over other dumps, and are worthy of your consideration.

If you are in need of a Dump we would be pleased to hear from you, and any information you may want in regard to same will be gladly furnished. Manufactured by

PRICE \$35.

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J. B. DUTTON'S Patent Automatic Grain Scale.

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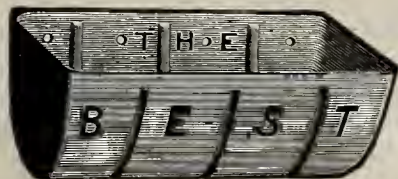
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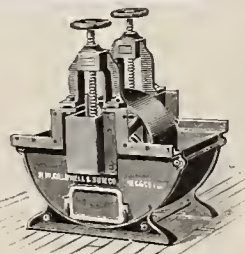
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ELEVATOR BUCKETS.
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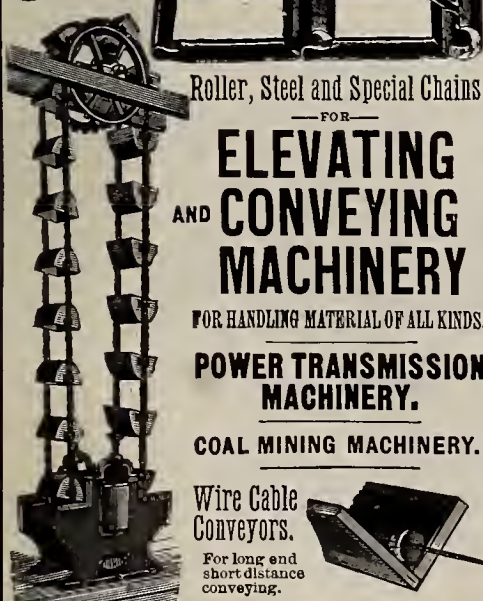
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FOR HANDLING MATERIAL OF ALL KINDS.

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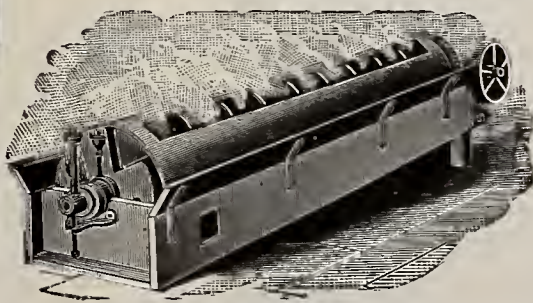
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By using our

STEAM DRYER.

Which is also a successful
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
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A GRAIN SPOUT

That will load cars without shoveling
It is worth its weight in silver. 16 to 1
that it will save you in labor all it costs
in less than a month

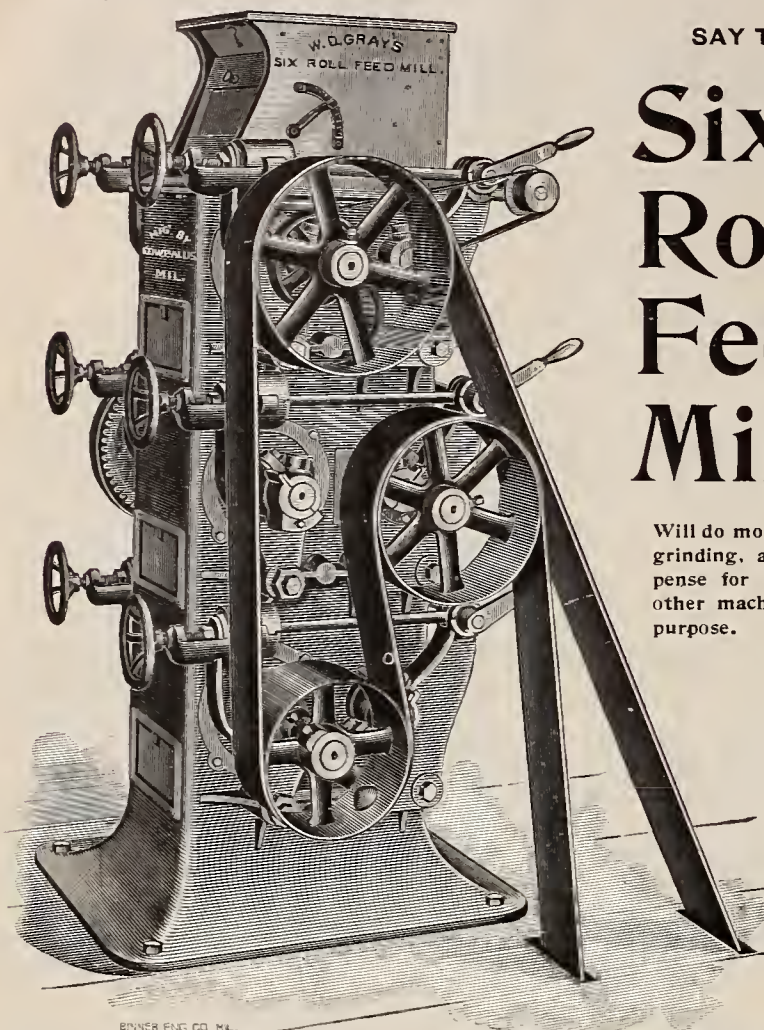


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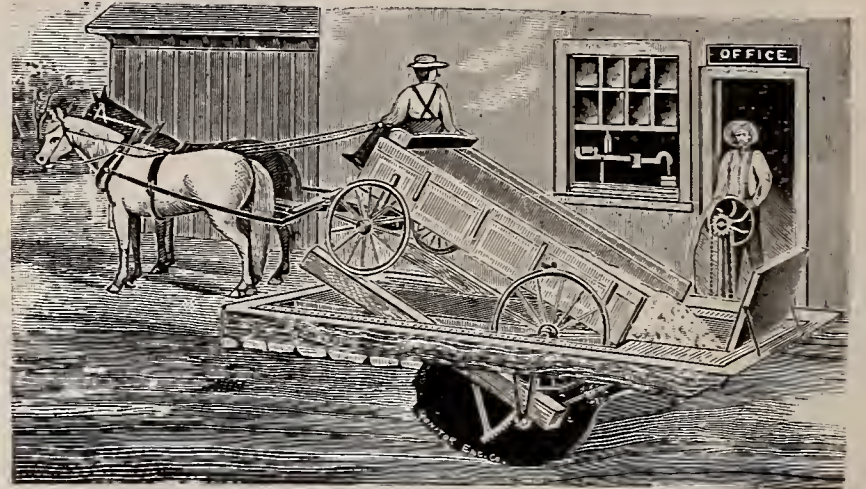
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

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GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

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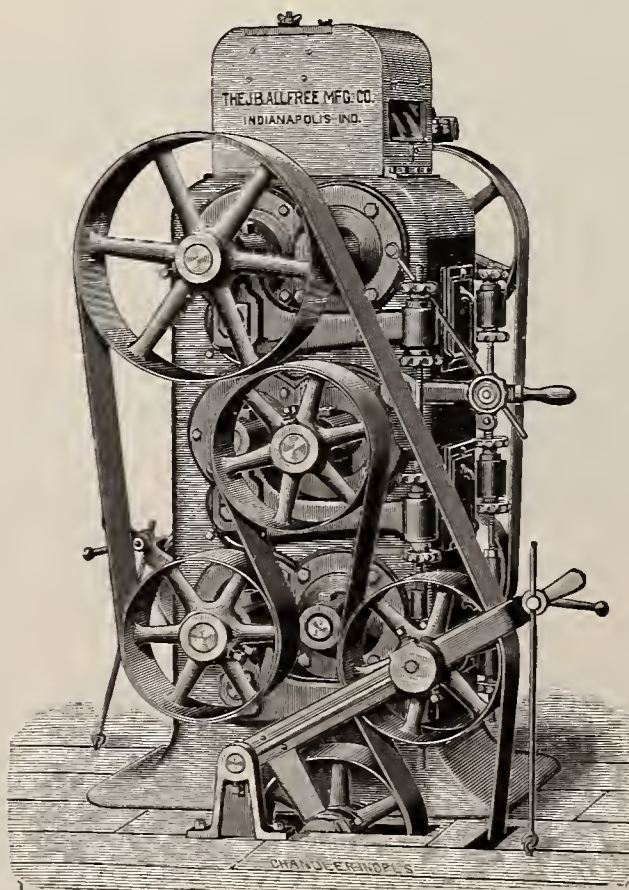
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An Improved Milling System,

Makes Better Flour, Saves Power,
Room and Labor.

Corn Shellers,
Automatic Engines,
Cornmeal Plants.

Describe wants and write for
Circulars.



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**FLOUR-MILL and ELEVATOR
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Improved Rope Drives,
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Corn and Feed Rolls,
Aspirating Meal Bolts,
Hominy Separators,
Grain Separators.

SPECIAL PRICES UPON APPLICATION.

Only \$2
For the
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Of the
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Earth!

Do you Operate an Elevator or Flouring Mill?
Are you a Grain Buyer or Seller?
Are you a Grain Commission Merchant?
Are you a Track Buyer or Seller?

OR, DO YOU DESIRE TO REACH THIS CLASS OF CUSTOMERS?

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☆ CLARK'S OFFICIAL ☆
Grain Dealers' and Shippers' Gazetteer

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It is handsomely and durably bound in fine silk cloth, with large side stamp, size 9x12 inches, 280 pages, and will be sent, express charges fully prepaid, for Only \$2.00

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This invaluable work has been issued under the endorsement and with co-operation of the Freight Departments of more than one hundred of the leading Railroad Systems throughout the United States. It contains the

OFFICIAL, CORRECTED, REVISED AND COMPARED LISTS

Of Elevators, Flouring Mills, Grain Dealers and Shippers, Track Buyers and Sellers, Commission Houses, etc., etc., on the Following Leading Systems:

- | | | |
|--|--|--|
| Lake Shore & Michigan Southern Railway.
Chicago, Rock Island & Pacific Railway.
Chicago, Milwaukee & St. Paul Railway.
St. Louis, Iron Mountain & Southern Railway Co. | Grand Trunk System:
Chicago & Grand Trunk Railway.
Cincinnati, Saginaw & Mackinaw Railroad.
Michigan Air Line.
Chicago, Detroit & Canada Grand Trunk Junc. Ry.
Detroit, Grand Haven & Milwaukee Railway.
Toledo, Saginaw & Muskegon Railway. | Pennsylvania System:
Pennsylvania Railroad Co.
Pittsburgh, Ft. Wayne & Chicago Railway.
Philadelphia, Wilmington & Baltimore R. R. Co.
Washington Southern Railway Co.
Baltimore & Potomac Railroad Co.
Northern Central Railway Co.
Camden & Atlantic Railroad Co.
West Jersey Railroad Co. |
| North-Western System:
Chicago & North-Western Railway.
Chicago, St. Paul, Minneapolis & Omaha Line.
Fremont, Elkhorn & Missouri Valley Line.
Sioux City & Pacific Line. | Boston & Maine Railway.
Fitchburg Railroad Co.
Maine Central Railway.
New York & New England Railroad Co.
Central Vermont Railroad.
St. Paul & Duluth Railroad Co.
The Baltimore & Ohio Southwestern Railway Co.
New York, Ontario & Western Railway Co.
Chicago & Alton Railway.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Union Pacific System.
The Great Northern Railway Co.
The Missouri Pacific Railway Co. | Panhandle Route:
Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.
Indianapolis & Vincennes Railroad Co.
Cincinnati & Muskingum Valley Railway. |
| Louisville, New Albany & Chicago Ry. (Monon).
Baltimore & Ohio Railroad Co.
Chicago & Eastern Illinois.
Northern Pacific Railway.
Illinois Central. | Erie System:
New York, Lake Erie & Western Railroad.
New York, Pennsylvania & Ohio Railroad.
Chicago & Erie Railroad.
Buffalo & Southwestern.
Tioga Railroad. | Allegheny Valley Railroad.
Cumberland Valley Railroad.
New York, Philadelphia & Norfolk Railroad Co. |
| Burlington System:
Chicago, Burlington & Quincy Railroad.
Chicago, Burlington & Northern Railroad.
St. Louis, Keokuk & North-Western Railroad.
Chicago, Burlington & Kansas City Railway.
Hannibal & St. Joseph Railroad.
Kansas City, St. Joseph & Council Bluffs Railroad.
Burlington & Missouri River Railroad in Neh. | | Michigan Central R. R.
C. C. & St. L. Railway (Big Four).
Louisville & Nashville Railroad.
Nashville, Chattanooga & St. Louis Ry.
Chicago & West Michigan Railroad.
Detroit, Lansing & Northern Ry.
Mobile & Ohio Railway.
Peoria, Decatur & Evansville Railroad.
Toledo, Ann Arbor & North Michigan Ry. |
| Cincinnati, Jackson & Mackinaw.
Cincinnati, Hamilton & Dayton Railway Co.
Missouri, Kansas & Texas Railway. | | |

And many other leading railroads not enumerated hereon.

The lists for this great work have been collected, arranged and compiled by the above roads and are brought down to date. In the judgment of the leading grain merchants and millers it is the best work of the kind ever published. Besides over 100 of the official railroad lists it contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers.

The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

Remember this great work will be sent immediately on receipt of price, express fully prepaid, provided they have not all been sold, in which case your remittance will be returned immediately.

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200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

500,000-bushel Storage Elevator for the Riverside Malting & Elevator Co., Cincinnati, O.
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.

RAILROAD BUILDINGS:

Two Freight Warehouses, each 115x625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Eighty Cotton Warehouses, 62x98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

Cotton Compress Warehouse, 108x310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.

RIVER AND HARBOR:

Dock and Warehouse, 225x1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

MISCELLANEOUS:

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Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

Foundations for the large Train Shed, for the New York Central & Hudson River R. R. Co., at Syracuse, N. Y.

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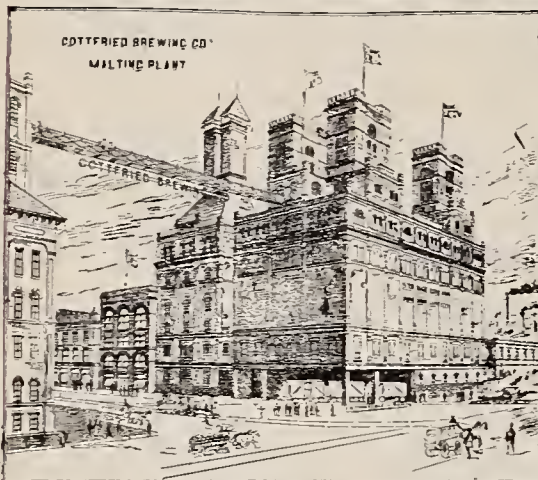
Four-story Bag Factory, for the Gulf Bag Company, New Orleans, La.

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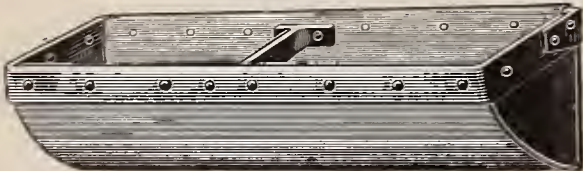
CHICAGO.



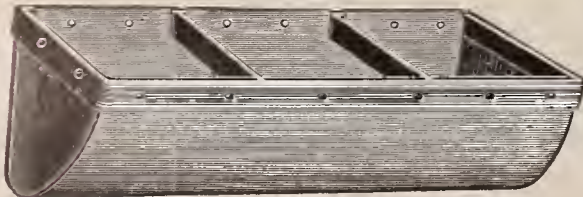
Shafting, Pulleys, Gearing,
Shaft Bearings, Friction Clutches,
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Rope Dressing, Grain Trippers,
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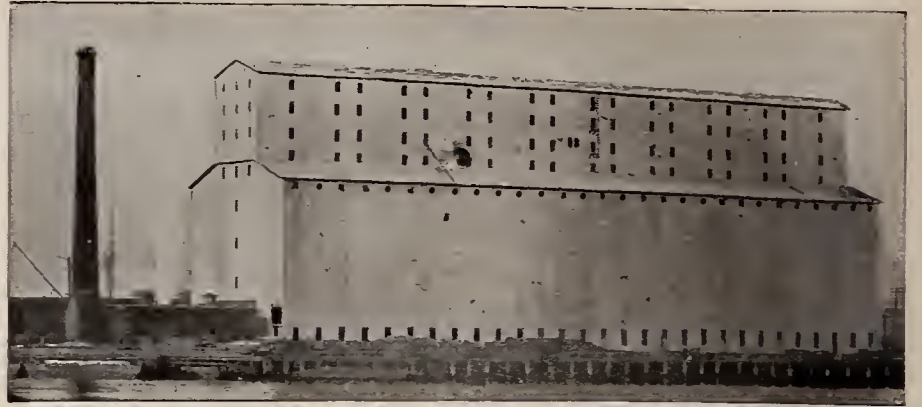
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A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



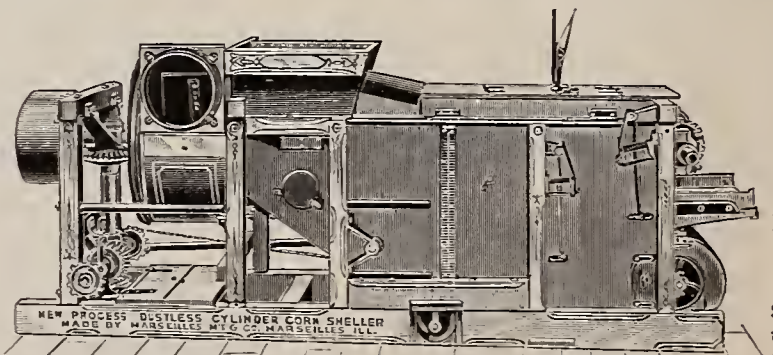
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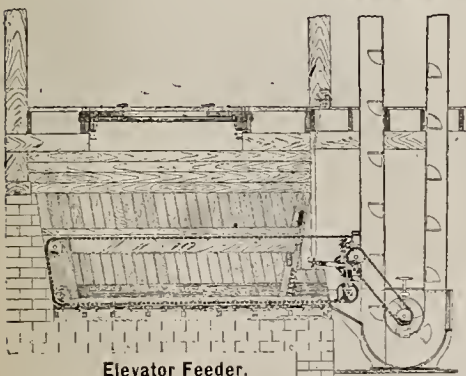
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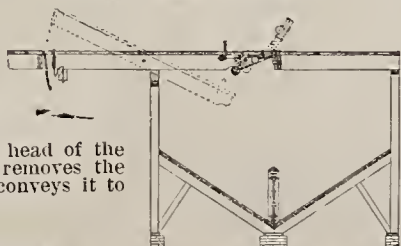
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Automatic Self-Feeding Ear Corn Elevator
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Elevator Feeder.

Our Elevator Cleaner collects all dust at the head of the elevator before the grain reaches the bins. It also removes the loose silk, shucks and snow out of ear corn and conveys it to the dust room. Correspondence Solicited.



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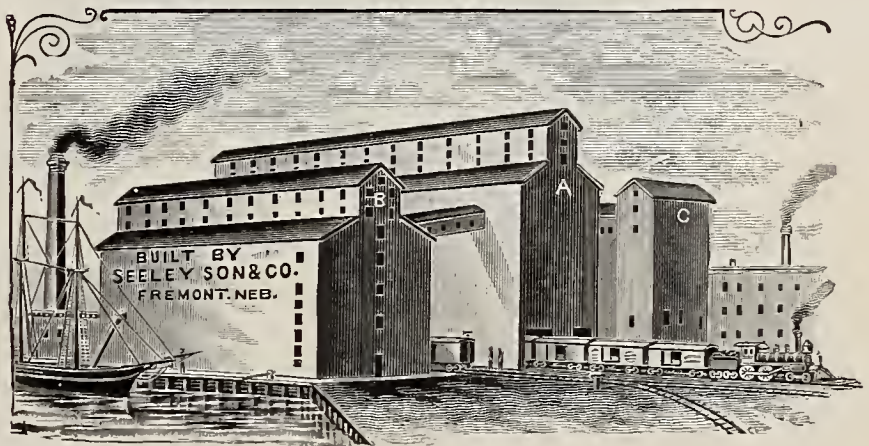
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Any Capacity.

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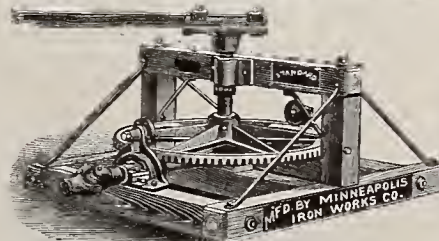
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COMPLETE OUTFITS FOR

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Grain Elevator Machinery, Boxes, Hangers and Shafting, Elevator Buckets, Boot Tanks, Sprocket Wheels, the Standard Horse Power (single and double gear), Detachable Chains and Attachments, Wood and Iron Pulleys, etc., etc.

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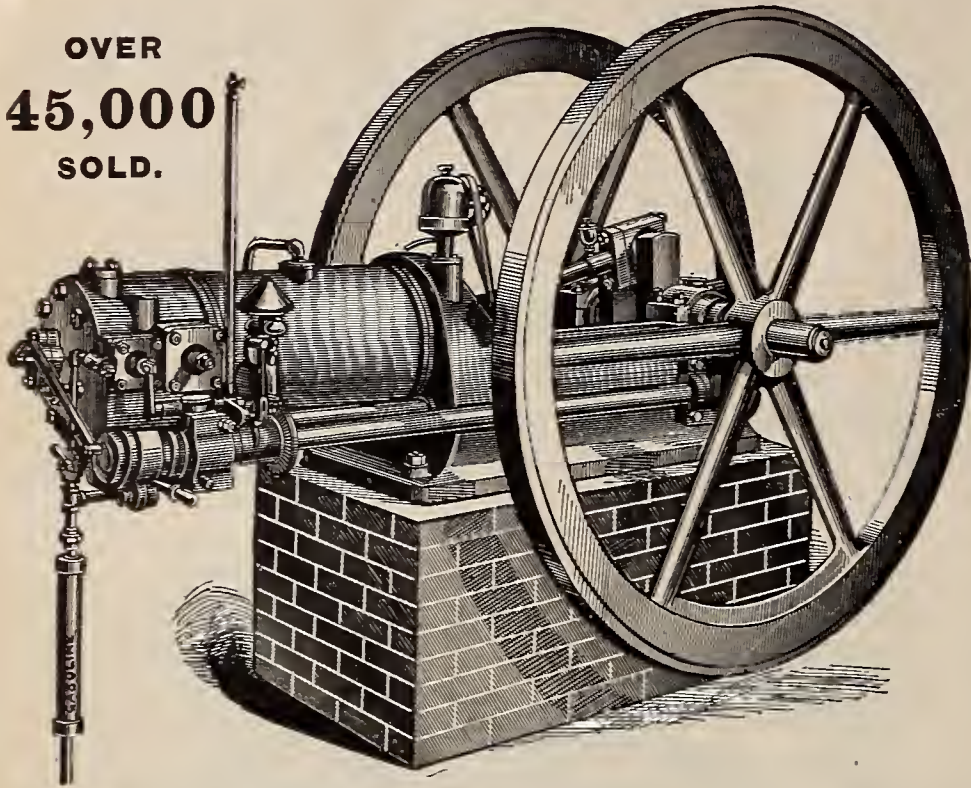
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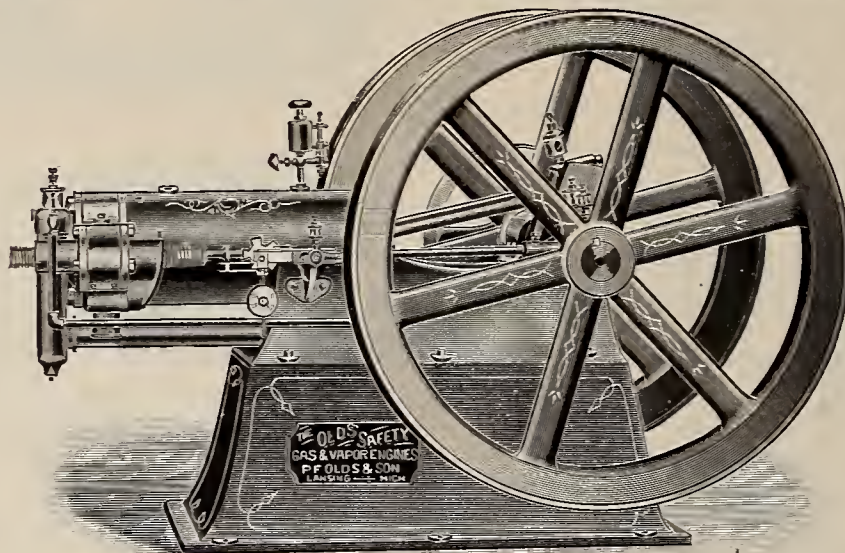
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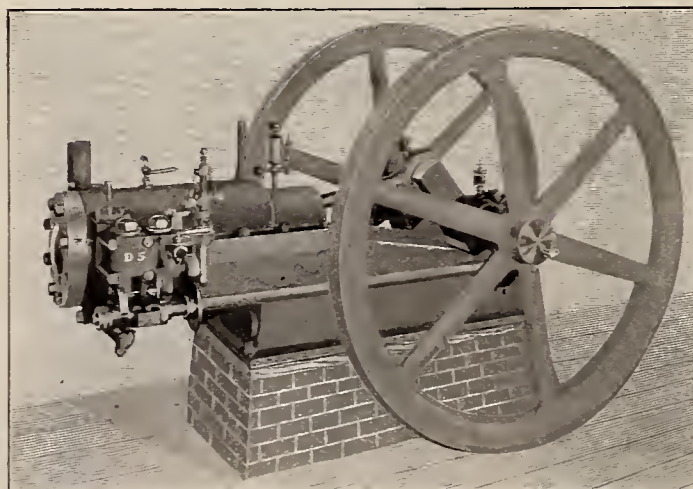
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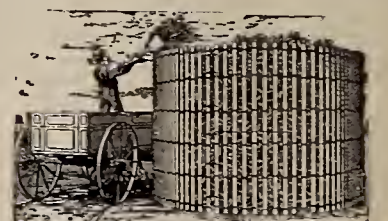


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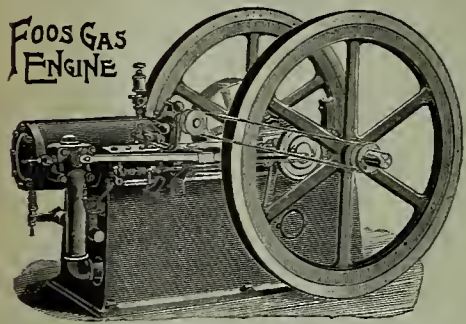
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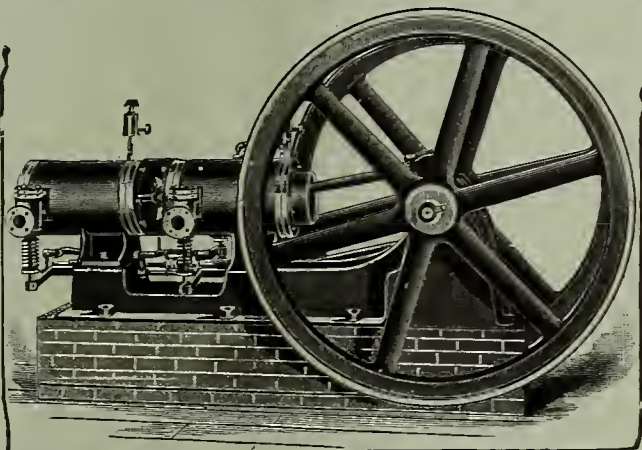
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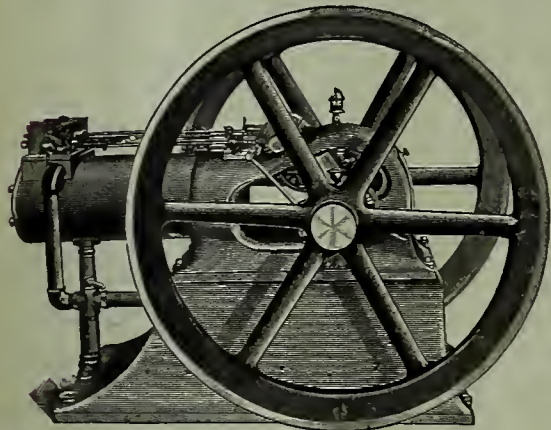
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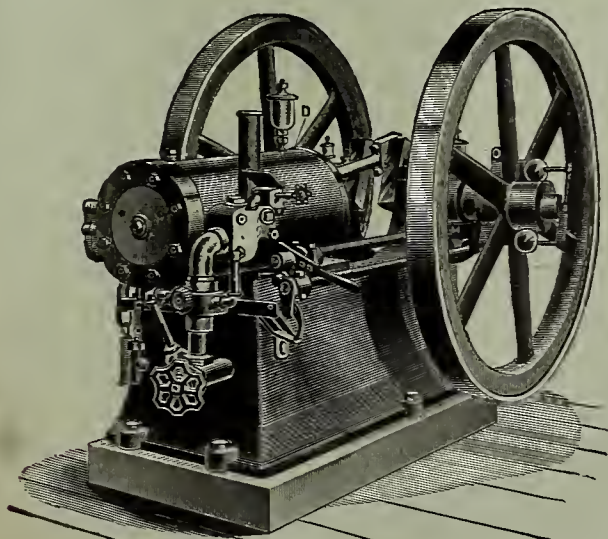
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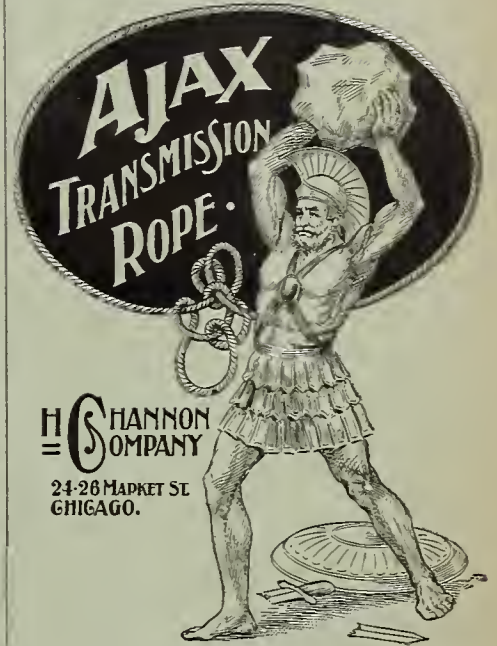
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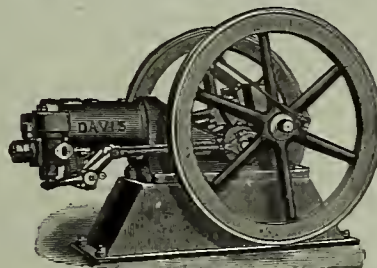
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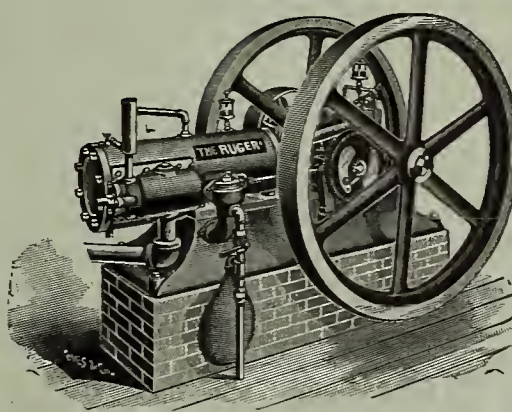
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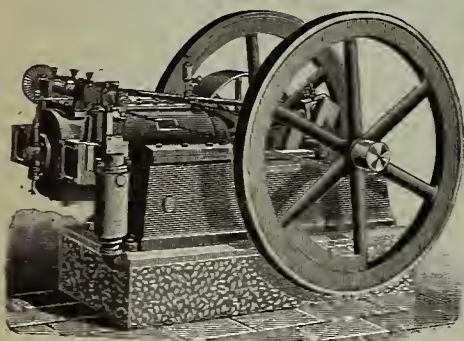


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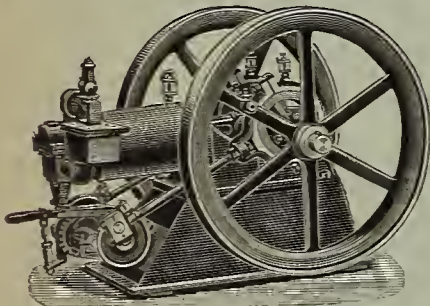


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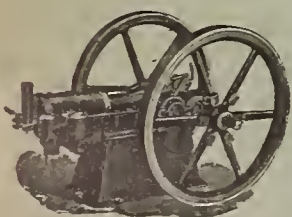
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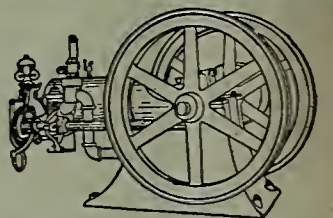
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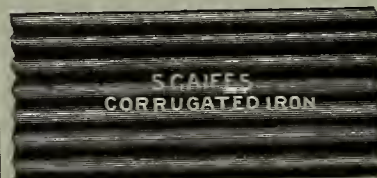
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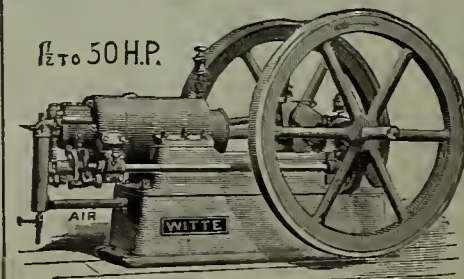
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